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First Copy

A National Newspaper for Every Branch of the Industry

Automotive Daily News

PASSENGER TRUCK TIRES TRACTOR ACCESSORIES

Vol. 6. No. 710. Copyright, 1928, by Automotive Daily News Publishing Corporation NEW YORK, WEDNESDAY, JUNE 6, 1928 Entered as second-class matter Aug. 27, 1925, Post Office, N. Y., N. Y., Under Act of March 3, 1879. 10 Cents, $12 per year.

PUBLIC LIBRARY

World Total of Motor Vehicles Is 29,687,300

CHRYSLER-DODGE PLANNING $2,000,000 ASSEMBLY PLANT IN CINCINNATI, IS REPORT

By ROGER BURLINGAME

CINCINNATI, June 5.—An assembly plant, representing a capital investment of more than $2,000,000 and employing approximately 500, will be established in Cincinnati by the Chrysler corporation as a result of the purchase of the Dodge interests by Chrysler, according to Mason Towle, Cincinnati distributor for Dodge Brothers products for many years.

While no definite plans in this connection have been announced, Mr. Towle said, Cincinnati will be one of the centers of the merged organizations, and is assured of an assembling plant.

The Chrysler plans, according to Mr. Towle, contemplate production of motors for a low-priced six-cylinder car in Chrysler factories, with assembly plants located at strategic distribution points throughout the country.

About 20,000 cars are marketed in Cincinnati annually, and local distribution of Chrysler-Dodge products is expected to be doubled with

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NEWS DIGEST

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FINANCIAL

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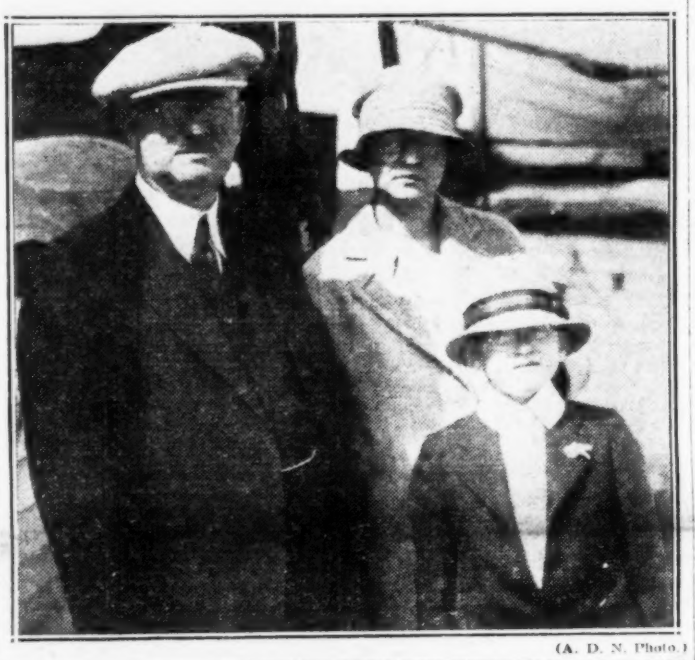
FORD OF CANADA PLACES BIG HOUDAILLE ORDER

Montreal, June 5.—The Canadian Acme Screw and Gear Company has an order to manufacture for Ford Motor Company of Canada approximately $500,000 worth of Houdaille shock absorbers for use on the new Ford car.

M. CAMERON TETLEY, special British representative of the Franklin Automobile Company, sailed a few days ago from New York for England. He is shown below aboard the Franconia with Mrs. Tetley and son, Donald, who accompanied him.



(A. D. N. Photo.)

CENSUS RECORDS GAIN OF 2,093,091 OVER 1927 MARK

United States Leads With Registration Of 23,262,183

Special from A. D. N. Washington Bureau

WASHINGTON, June 5.—Registration of automobiles, including passenger cars, trucks and buses, in operation throughout the world on January 1, 1928, totaled 29,687,300, according to the results of the annual world census of motor vehicles made public today by the Department of Commerce.

This is an increase of 2,093,091 over the world registration on January 1, 1927, when the total was 27,594,209, and a gain of 5,098,051 over January 1, 1926, when the figure approached the 25,000,000 mark for the first time at 24,589,249.

Of the 1928 total, 25,168,741 vehicles were passenger cars, 204,382 buses and 4,314,177 trucks.

The United States is by far the

(Continued on Page 4)

Studebaker Reorganizes Its Plants in Canada

By ROY CARMICHAEL

MONTREAL, June 5.—With the announcement of a far-reaching reorganization of both administrative and manufacturing policies, the Studebaker Corporation of Canada, Ltd., today assumed a front rank position among the Dominion's largest independent manufacturers.

The announcement, which indicates a friendly divorcement of the Canadian Studebaker organization from the Studebaker Corporation of America, was issued by A. R. Erskine, president of both companies.

The new policies outlined indicates that Studebaker's demands upon Canadian raw materials and labor will be greatly increased, and greatly increased exportation of Studebaker and Erskine cars is also forecast.

The new Studebaker organization

(Continued on Page 11)

PIERCE-ARROW REPORT 20% BETTER BUSINESS FOR MAY

Buffalo, June 5.—The Pierce-Arrow Motor Car Company reports May business 20 per cent. greater than any month since June of 1927. Sales by dealers have been even heavier than shipments by factory.

The company's cash position is strong with bank balances exceeding $2,000,000 on May 31. Increased business by the company is reported on all its lines.

MORELAND TRUCK TO HAVE PLANT IN SEATTLE

Seattle, Wash., June 5.—The Moreland Truck Company has selected Seattle as the distributing point for Russia and the Pacific Northwest, according to Wall L. Moreland, head of the corporation, who was here this week.

The company will erect an assembly plant here, but no announcement has been made as to its size.

The Moreland main factory is located in Los Angeles.

Olds Employment Highest in History

Lansing, Mich., June 5.—Combined employment at the Olds Motor Works and the Fisher Body plant at Lansing, devoted exclusively to manufacture of Oldsmobile closed bodies, now totals 6,255.

This is the largest number of employees engaged in the manufacture of Oldsmobiles in the thirty years history of the company. More than one-third of the employees are working from two to three hours a day overtime. These are in the motor plants, axle division, sheet metal and practically all manufacturing and inspection departments. The enameling department is working double shift.

Reports from dealers throughout the country show that for the first three weeks in May retail sales exceeded production, with the result that dealers' stocks declined during the period.

3 General Motors Export Officials Sail Today; 4 Back

NEW YORK, June 5.—Three General Motors Export Company executives are scheduled to sail for abroad tomorrow. Two returned to the home office here today from foreign ports and two yesterday.

John Pawloski of the general manufacturing division, will sail for Europe tomorrow on the President Harding. Mr. Pawloski has been appointed production manager of General Motors W. Polsce S. P., the new assembly plant which has just been established in Warsaw. He will be accompanied by Mrs. Pawloski.

L. W. Pulis of the sales department will sail from San Francisco for Japan tomorrow on the Shinyo Maru. Mr. Pulis will be stationed at General Motors Japan, Ltd., as assistant sales manager of that operation. He will be accompanied by Mrs. Pulis.

H. E. Bettle, assistant managing director of General Motors South Africa, Ltd., will sail on the first lap

(Continued on Page 11)

CLOSING TIME FOR ADVERTISING
copy 9 a. m. two days preceding publication date.

WESTINGHOUSE AIR BRAKE BATTERY SUBSIDIARY SOLD

Pittsburgh, June 5.—Westinghouse Union Battery Company, subsidiary of Westinghouse Air Brake Company, has been sold. A new company, to be headed by J. L. Rupp, who has been in executive charge of the business, is being formed to take over the equipment, inventory and good will. Operations will be continued at the plant at Swissvale.

GEN. ANDREWS CONFERS WITH SECRETARY HOOVER

Washington, June 5.—Brig.-Gen. Lincoln C. Andrews, director of the newly organized Rubber Institute, has been in conference here with Secretary Hoover of the Commerce Department and officials of the Justice Department and the Federal Trade Commission. Gen. Andrews is believed to have assured government officials that his organization is in no way in conflict with Federal trade laws.

FALCON MOTORS MOVES HEADQUARTERS TO ELYRIA

Special from A. D. N. Detroit Bureau

Detroit, June 5.—The Falcon Motors Corporation has moved its headquarters from Detroit to Elyria, O., where the general offices are now located.

AIRCRAFT EXPORTS GAIN

New York, June 5.—Exports of aircraft engines, parts and accessories during the first three months of 1928 totaled $815,490, about 250 per cent. greater than during the same period of 1927.

Inner Tube Sales Drop With Increased Use of Balloons

Special from A. D. N. Washington Bureau

WASHINGTON, June 5.—The increased use of balloon tires is causing a decline in the sale of inner tubes.

With sales of casings steadily increasing, those of inner tubes have remained practically stationary for the last three years, according to figures compiled by the automotive division of the Department of Commerce.

Retail sales of casings for the year ended April last amounted to 45,929,000, an increase of 8,849,000 over the figure for the same period of 1927.

Similar figures for inner tubes show that sales for the year ended April 1 were 55,251,000, as compared with 55,270,000 for the previous period.

In the year ended April 1, 1926, tire dealers sold 1.49 tubes on the average with each casing, in the next year 1.33 inner tubes per casing and in the year just ended 1.20 tubes per casing.

Aside from the fact that repairing of inner tubes has been more common during the last few years than in 1925 and previously, it appears that inner tubes last longer in low pressure tires, it was explained by officials here.

Passage of Federal Aid Measure Severe Blow to Exploiters of Toll Roads

Special from A. D. N. Washington Bureau

WASHINGTON, June 5.—With approval by President Coolidge of the bill authorizing Federal aid appropriations of $75,000,000 for highway building in each of the fiscal years 1930 and 1931, Congress has dealt a severe blow to private interests engaged in the exploitation of toll roads and bridges who have sought to interfere with the government's program.

Passage of the $150,000,000 appropriation is regarded as a distinct tribute to the large vision of Congress in ignoring attacks on the Fderael aid system and sustaining the national policy which is doing much to advance transportation needs.

With the enactment of the bill into law, the United States Bureau of Public Roads will have ample time to set the machinery in motion for a continuation of this program which has resulted in the building of approximately 75,000 miles of important interstate highways and has provided the impetus for road construction by the various states.

In addition to the appropriations for main highways, the measure signed by the President also carries $7,500,000 for each of the two fiscal years for building of forest roads and trails.

Since 1921 a total of nearly $1,500,000,000 has been spent on the nearly 75,000 miles of the original Federal aid program of some 185,000 miles of important interstate routes, being more than one-third completed, the bureau pointed out today.

Of this amount, according to the bureau's figures, the Federal government has contributed $614,649,253 and there are 11,510 miles of highway under construction in this network of important roads to which the government will contribute $126,486,015.

Appropriations for 1930 and 1931 are in line with the policy of making such authorizations two years in advance, it was explained, in order to provide continuity of work on the Federal aid system and allow Federal and state agencies ample time to outline the construction program.

It was pointed out today that the importance of the latest appropriation act lies in the fact that it is an incentive to road building by the states, as nearly two miles are constructed by the states for each mile built with Federal co-operation.

$9,000,000 FOR POLISH ROADS

Washington, June 5.—About $9,000,000 will be spent by the Polish government on highways and bridges this year, the American trade commissioner at Warsaw today advised the Department of Commerce. The major portion of this year's budget will be used on the improvement of existing roads, while new bridges will be built across several large rivers.

PROTEST ASSIGNMENT OF IRRESPONSIBLE OFFICERS ON PUBLIC HIGHWAYS

Albany, N. Y., June 5.—The New York State Automobile Association is protesting vigorously against assignment of irresponsible persons to enforcement of the law on the public highways and against the reckless use of firearms by officers who stop motorists.

President H. A. Meldrum of the State Association says that his organization is taking this action in the interest of the safety of motorists.

The American Automobile Association is taking similar action in a national way.

HENNEY MOTOR REPORTS RECORD MAY SHIPMENTS

Chicago, June 5.—May shipments of the Henney Motor Company were the largest in the history of the company, according to M. H. Van Sicklen, Jr., a director, who says that orders on hand for the new light six-cylinder ambulance recently put on the market are more than the company can take care of. The company is going into volume production on this ambulance model.

DURANT OF CANADA ENJOYING BEST YEAR

Montreal, June 5.—Durant Motors of Canada is this year enjoying the most prosperous period in its history. "For some time past the plant has been operated at full capacity, with overtime operations nearly every day. The company is employing 750 people, or 125 more than this time a year ago. May production was 2,847 units, and the plant entered June with unfilled orders on the books for 1,203 cars.

SPARKS *from* DETROIT

Michigan an Export Leader

* * *

Lansing Looks to 100,000

* * *

If Rumors Materialized

* * *

Speedway Records

Walter Boynton—Detroit Editor

MICHIGAN reached the rank of third among the forty-eight states in value of exports to foreign countries in 1927, the first time in history that she attained that high place. She did it by exporting products valued at $326,880,000, from a total of $177,901,000 in 1921. This growth was the most rapid rate of increase shown by any state.

The actual dollar increase, totaling $150,000,000, was accomplished by a rise of which $55,000,000 was accounted for in the one year 1927. Naturally, the automobile played very much the major part in the story. Exports of passenger cars valued at $148,000,000, trucks and buses at $44,000,000, parts at $65,000,000, tractors and parts at $12,640,000 and tires at $1,800,000 gave a total of $271,440,000, while the other important items, like machinery and parts, iron and steel products, foods, medicines, chemicals, musical instruments and furniture, totaled $25,139,800. In other words, the automotive total was close to five times the combined totals of important items and those of other commodities, which amounted to $30,300,200, giving a total for the two of $55,440,000.

Moreover, the figures for 1928, from present indications, will go even higher in proportion.

* * *

THESE are days of cheer for the motorist in tax matters. The repeal of the 3 per cent. tax has been hailed with natural rejoicing, because the motoring public feels that it was a just measure, enacted after long delay. The commissioner of internal revenue has held that the Automobile Club of Missouri does not have to file income tax returns and thereby apparently indicates that the properly organized automobile club is a civic organization working in the interests of public welfare. The Court of Claims of the United States has held that under certain conditions a company assembling motor vehicles is not a manufacturer of automobiles and therefore not liable for a special manufacturer's sales tax under the statute. In the latter case, B. F. Hoffman, Inc., of Philadelphia was held to be entitled to a refund of taxes paid.

* * *

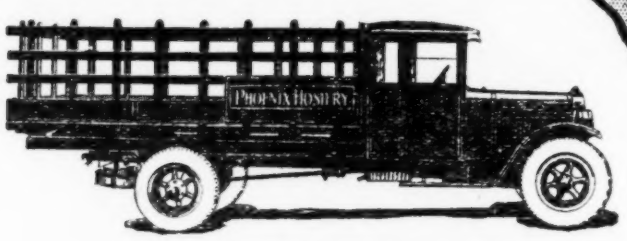
The prediction is being made in Lansing that the cities of Lansing and East Lansing will show a population of 100,000 next year if growth continues at the same rate as in 1928. Steady expansion of the capital's automotive activities is responsible for the increase to a very large extent.

* * *

Announcement of the merger of Dodge with Chrysler set the rumor

(Continued on Page 4)

The New Stewarts Are 5 to 10 Year Trucks



1½ Ton
4 or 6 Cylinder
4 Wheel Brakes
$1645 Chassis

MODELS
¾ Ton
6 Cylinder, $895, Chassis
1 Ton
6 Cylinder, $995, Chassis
1¼ Ton
4 or 6 Cyl., $1295, Chassis
1½ Ton
4 or 6 Cyl., $1645, Chassis
2 Ton
4 or 6 Cyl., $1975, Chassis
2½ Ton
6 Cylinder, $2490, Chassis
3 Ton
6 Cylinder, $3490, Chassis
4 Ton
6 Cylinder, $4200, Chassis
All prices f.o.b. Buffalo

STEWARTS are famous for their ability to stay on the job many years. Stewart owners do not figure depreciation on a one or two year basis, they know by experience that the average life of a Stewart is five years or more. Many Stewarts have given their owners 8, 10 and even 12 years of reliable service.

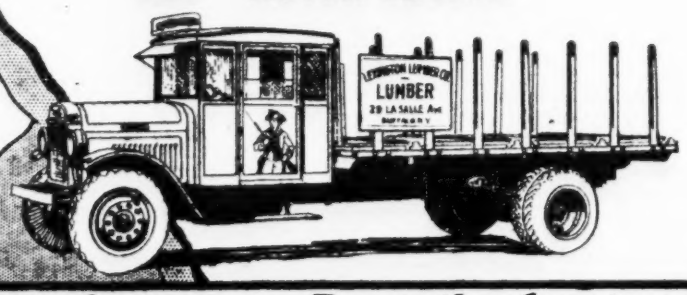
Ability to stay on the road and out of the repair shop has earned them the title "America's Greatest Truck Value." Ask the Stewart owners in your community the results they are getting. Find out the opinion of truck experts. They are placing Stewart at the top of all truckdom.

Stewart Sales are Increasing

Stewart sales in 1926 were 41% greater than in 1925 and in 1927, 45.7% over 1926. Sales to date in 1928 are 50% ahead of 1927. Learn why!

STEWART MOTOR CORPORATION, Buffalo, N. Y.
EXPORT BRANCH, 1 BROADWAY (Dept. 17), NEW YORK CITY
All Codes Used

Stewart MOTOR TRUCKS



3 Ton
6 Cylinder
4 Wheel Brakes
$3490

Stewart Trucks have won—By costing less to run

WATERPROOF YOUR SPARK PLUGS *for* 1929

Put Sherman guaranteed waterproof Ignition Hoods on your spark plugs, distributor and coil and make your car a 1929 model. Sherman Hoods are tailored to fit like a thimble. They positively shut out water, oil and dirt on all poppet or sleeve-valve motors. Picture shows regular spark plug Hood with push terminal. The Hood for Willys-Knight plugs has a sleeve base. Write.

SHERMAN MOTOR PRODUCTS
29 West 60th Street - New York City

Merit, consistently advertised, has made

CHASE Velmo

the preferred Mohair Velvet upholstery for closed cars . . . a sales-asset for those cars in which it is used

Dealers Active on Chicago's Motor Row

Headquarters of C. A. T. A. Moved

BY WALTER BERMINGHAM

CHICAGO, June 5.—Headquarters of the Chicago Automobile Trade Association have been moved from 2508 South Michigan Ave. to 1315 South Michigan Ave., where it has leased the entire seventh floor. This move did not affect the association's employment bureau, which is still located in Rooms 303-5, 2328 South Michigan Ave.

LINCOLN-FORD SALON

The Lincoln division of the Ford Motor Company held an open car salon the week of May 27 in the display room at 2440 South Michigan Ave. The models exhibited included the Lincoln's entire open car line: sport phaetons, sport tourings, convertible coupes, sport roadsters, etc.

DEALERS HOLD SMOKER

Dealers in the northwest suburban district of the Chicago Automobile Trade Association, which comprises the northwest part of Cook county outside the limits of Chicago, held a smoker in connection with their regular monthly May meeting. The meeting was held at the Methodist Church in Des Plaines and a dinner was served by the ladies of the church.

WATCH LICENSE PLATES

The trade association is urging members to see to it that the state license plates are immediately removed from used cars traded in and application made for transfer to the car purchased as a service to the customer.

COONS ADDRESSES DEALERS

C. W. Coons, manager of the Illinois Automotive Trade Association—the state dealers' organization—is delivering a series of talks at meetings of community dealers. He has appeared recently before the dealers in the northwest and southwest suburbs.

NEW HUDSON SALESROOM

Early this month the James Singer Motor Sales, authorized Hudson-Essex dealers at 1430 Roosevelt Road, will open a new salesroom and service station at 3854-56 West Roosevelt Road. James Singer, president of the company, states that the new establishment will be operated under the name of the S. & B. Motor Sales Corporation.

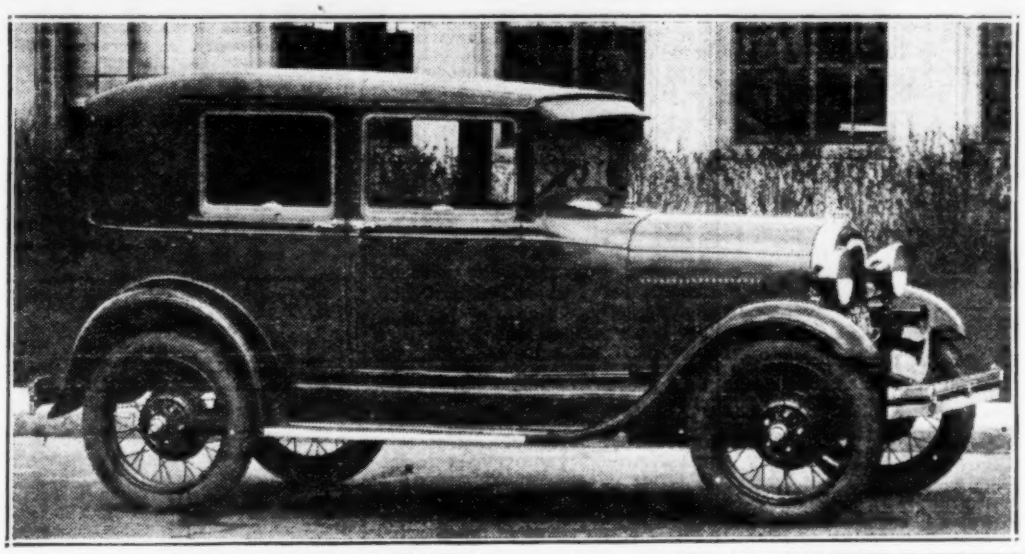
CHEVROLET DEALER EXPANDS

The Reid Motor Company, Chevrolet dealer at 5815 West North Ave., has acquired the Manor Garage, at North and Cicero Avenues, and established service and parts departments at that address. The new location provides 6,500 square feet of floor space, which is devoted exclusively to service.

GRAHAM-PAIGE DEALER

The Bird-Sykes Company, distributor here for the Graham-Paige, announces the addition of Niesen, O'Connor & Proesel, with headquarters at 4315-21 Lincoln Ave., to their list of dealers. This company has just opened another salesroom at 6120 North Western Ave., in the Devon-Western district, where they will also handle Graham-Paige.

NEW FORDOR SEDAN of the model A Ford line, which is being shipped now for display in dealer showrooms. This is the de luxe car of the new Ford line and has many new features.



Cincinnati Orders 45 Chevrolet Cars

Cincinnati, June 5.—Forty-five Chevrolet cars and trucks were ordered by the city of Cincinnati today from the Avondale Motor Car Company at a contract price of $27,877, constituting the largest fleet order ever allowed by the city on a single contract. Under terms of the agreement, the company accepts a used car for every new machine purchased and allows the city $3,800 on all old cars turned in, an average of about $85 a car.

The company also agreed to give the city 33 1-3 per cent. discount on all parts. Delivery is guaranteed within five days. The order includes forty-four coupes and one coach.

NEW AND USED CAR SALES INCREASE IN PHILADELPHIA DISTRICT

Philadelphia, June 5.—The monthly bulletin issued by the Federal Reserve Bank of the Third Federal Reserve District has the following to say with regard to the new and used car situation for April:—

"Sales of new cars to dealers by twelve representative distributors increased during the month of April both in number and value, as compared with a month and a year before. Retail sales also increased in the month and were substantially larger than in April, 1927.

"Business in used cars, while declining materially from March to April, exceeded the volume of a year earlier.

"Stocks of new cars declined from those at the end of the previous month, but were much larger than those on the same date last year.

"Supplies of used cars increased slightly in the month and were materially larger than a year earlier."

BASSLER TO DISTRIBUTE MOON CAR IN INDIANA

St. Louis, Mo., June 5.—R. A. Rawson, newly appointed general sales manager, announces the signing of the Bassler Moon Motor Company to take over the distribution of Moon cars in Indiana.

The Bassler brothers have for years been successful operators of first-class garages.

The Bassler Moon Motor Company will occupy a show room at 1233 North Meridian St., Indianapolis.

MARRAS HANDLES CHRYSLER

Buffalo, N. Y., June 5.—Marras Motor Company of 611 West State St., Olean, has taken over distribution of Chrysler cars in the Olean territory. The company also is Olean territory distributor for Durant and Star cars.

CHANGES IN STAR-DURANT SEATTLE ORGANIZATION

Seattle, Wash., June 5.—C. M. Dubois, territorial manager for Star-Durant, announces important changes in the local organization. P. N. Irwin, former manager of Dunn Motors, hitherto sole downtown Durant-Star dealer, has severed all connection with this company to establish a separate downtown dealership at Dunn Motors' Westlake branch. Mr. Irwin is president of the new company; L. V. Rawlings, former sales manager, at Westlake, continues in the same capacity for the new company, and M. H. Duanders will be service manager. The new firm will be known as Westlake-Durant-Star Company.

Bus Lines Have Big Revenue Jump

Olympia, Wash., June 5.—Motor vehicle transportation company revenues for 1927 in this state totaled $6,929,329, an increase of approximately $640,000 over the previous year, according to a tabulation just completed by the State Department of Public Works.

Passenger revenue was $4,108,449, compared with $3,864,600; freight revenue, $2,403,230, compared with $2,019,449; express and baggage, $180,950, compared with $181,633; United States mail and all other operating revenues, $235,699, compared with $222,427. Deductions of $541,039 were made for revenue earned outside the state, leaving a net fortune of $6,387,289.

Revenues for the first quarter of 1928 follow: Passenger, $918,332; freight, $537,551; express and baggage, $39,813; United States mail and other revenue, $62,961, totaling $1,552,658.

NEW FIRM TO HANDLE GRAHAM-PAIGE PRODUCT IN SOUTH GEORGIA

Savannah, Ga., June 5.—Graham-Paige automobiles will be handled here by the South Georgia Motors, Inc., a new firm organized by Brunswick men, and distribution will be made over territory extending through adjoining counties, it is announced by Morton V. Haas, who is to be executive of the firm.

The corporation is composed of V. R. Abrams, A. Fendig and A. N. Shellander. Mr. Haas, United States civil engineer, attached to the office of Major William F. Tompkins, district engineer, will retain his government connection and will devote only part of his time to the new work.

South Georgia Motors, Inc., will occupy the place known as 226 Broughton St. East, which is now being remodeled.

CLASSIFIED ADVERTISEMENTS IN THE AUTOMOTIVE DAILY NEWS BRING RESULTS

Pierce-Arrow Putting Emphasis on Sales of Commercial Car Products

Buffalo, N. Y., June 5.—The sales of Pierce-Arrow commercial cars are showing a healthy and most satisfactory increase, according to Hal T. Boulden, manager of the commercial car division of the Pierce-Arrow Motor Car Company.

"April sales were fine," said Mr. Boulden, "but the increase made in May over April gives us a real mark to shoot at. In those territories where the distributors are 'truck minded and special truck departments are maintained real results are obtained. In those territories where the distributors' leaning is toward passenger car sales exclusively, our program provides for representation independently of the passenger car division. Lately we have made a number of independent contracts for the sale of commercial cars.

"I am firmly convinced that the commercial car sales activity is a highly specialized field of endeavor and requires a special effort.

"The commercial car division of our company has made and is making real strides in the sale of its product and the two new models announced in the past six months have been exceptionally well received."

for Economical Transportation

CHEVROLET

In order to enable Chevrolet dealers to keep pace with the growing demand for Chevrolet cars, the Chevrolet Motor Company recently announced the beginning of construction work on a giant assembly plant at Kansas City. Designed to serve Chevrolet dealers in Western Missouri, Kansas, North and South Dakota, Wyoming and Colorado—the Kansas City plant will bring the total of Chevrolet factories to fifteen . . . all located at strategic production and shipping points throughout the country.

QUALITY AT LOW COST

Automotive Daily News

"Of, By and For the Entire Automotive Industry"

Published Every Day Except Saturday and Sunday by
AUTOMOTIVE DAILY NEWS PUBLISHING CORPORATION,
350 Hudson St., New York, N. Y.

Circulation—Net paid average 10,000 daily guaranteed. Member A. B. C.

Entered as second-class matter August 27, 1925, at the post office at New York, N. Y., under the Act of March 3, 1879.

O. J. Elder, President; George M. Slocum, Vice-President; Alexander Johnston, Secretary.

WEDNESDAY, JUNE 6, 1928

Advertising Headquarters—1926 Broadway, New York, N. Y. **Telephone Trafalgar 4500** Harry A. Tarantous, Business Manager. George M. Slocum, Manager Detroit Bureau, General Motors Building, Detroit, Mich., phone Empire 3500; C. H. Shattuck, Western Manager, 168 North Michigan Ave., Chicago, Ill., phone Central 5926; Metz B. Hayes, New England Manager, Little Building, Boston, Mass.; Blanchard, Nichols & Coleman, American National Bank Building, San Francisco, Cal.; Lincoln Building, Los Angeles, Cal.; 1037 Henry Building, Seattle, Wash.; Philadelphia Office, 15th and Cherry Stree's.

Address ALL advertising correspondence for New York office to 1926 Broadway, New York City.

Editorial Department—350 Hudson St., New York, N. Y.
Telephone Canal 1000

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SUBSCRIPTION RATES
United States and Possessions and Canada: One year, $12.00. Two years, $20.00.
Single copies, 10 cents.
Foreign subscriptions: One year, $15.00. Two years, $25.00.
Mail subscriptions to 1926 Broadway, New York, N. Y.

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Comfort for the Little Ones

IN THE MERGER that is and the countless mergers that are rumored, there is some crumb of comfort for the smaller automobile manufacturers. Every merger by reducing the number of different lines and models on the market gives a smaller production companies a better chance.

Obviously if a great amalgamation took place among the big production companies, the number of models available would be tremendously reduced. The choice for the general public would be whittled down so that many of them would turn to the smaller manufacturers to find exactly the type of vehicle that they wanted. Every merger that reduces the number of big production lines on the market makes customers for the smaller fellows with something distinctive to offer.

This sounds like a paradox, but it is actually true. The smaller manufacturer's chance of holding his public lies in giving them something which suits a specific taste which knows exactly what it wants and refuses to take anything else.

Standard Equipment

FROM time to time The Automotive Daily News receives sorrowful reports from dealers to the effect that some accessory, which they have been selling at a satisfactory profit, has been seized by the factory and put on the car as standard equipment. This is true, and the tendency among manufacturers is to equip their cars more completely every year.

BUT, the dealer who lets this phase of merchandising interfere with the profits of his accessory department lacks backbone. For every accessory that the factory can afford to take over as standard equipment there are a dozen that can be profitably exploited in the accessory department. The wideawake manager of a dealer's accessory department is constantly on the search for extra equipment, which may be sold on the cars. He is never at a loss to replace an item taken over by the factory for its standard equipment list.

Don't let the standard equipment bugaboo "get your goat." For every item the factory takes over, there are a dozen more just as good waiting to be exploited.

Fighting Unjust Legislation

SEVERAL propositions are being advanced in Ohio for imposing new taxes on motor vehicle owners. A number of these are to be presented to the 1928-29 session of the Legislature, with a fair prospect that at least a few of them will pass—unless something is done about it. In certain instances the money raised is to be spent for state activities other than motor vehicles or highways.

Fortunately, Ohio has a wideawake and energetic dealer organization in the Ohio State Automobile Association, of which Fred Caley of Cleveland is the secretary. The association is preparing a vigorous campaign to be waged against all such proposals. Motorists of Ohio contribute $25,000,000 to the state funds. This is ample to care for any highway program and for the regulatory machinery required for taking care of the motor vehicles owned within the state. The association is determined that no outside funds will be raised at the expense of the motor-using community.

Last year this dealer organization attacked the roadside justice court, which had become a scandal in Ohio, and under the leadership of Senator George H. Bender this nuisance was abolished. Senator Bender will lead the fight this year against unjust taxation.

Ohio has set a good example and we would all of us do well to remember that where the automotive vote is organized and brought to bear on legislators, there will be no attempt to mulct the motorist.

SPARKS

(Continued from Page 2)

wires buzzing again. Within half an hour of the bulletin, almost every other automotive company in the district had been connected by hearsay either with the actual combination or with other and considerably more fanciful weldings. If half of the stories had materialized into fact, the result would have been a combination so stupendous as to cause serious alarm.

* * *

The record established at Indianapolis by Lou Meyer was not unexpected. Before the race, predictions were freely made the mark would be lowered, following the pre-race performance of both Milton and Duray, who made unofficial records better than Lockhart's official single-lap record of 120 miles per hour. Milton and Duray both drove the track at 125 miles per hour and the cars in the pre-race tests developed generally speed and power that were new to old observers of the preliminary driving. The Speedway's importance as a testing laboratory has again been conclusively demonstrated. Eddie Rickenbacker, who heads the syndicate operating the race track, said that the track was in much better shape in 1928 than it had ever been before.

* * *

Uses of the automobile multiply everywhere. One was recently utilized to transport a condemned Chinese criminal to the place of his execution. In the old days, criminals were dragged through the streets in chains. In the recent case the transportation was most modern—but the means through which the condemned paid the penalty were those that have been in use in China for countless centuries.

* * *

Although it starts out kinda like prose, the following is printed to show that the noble hoss still has his lovers. It is from the pen of a forest ranger, writing in American Forestry.

O Horse, you are a wonderful thing; no buttons to push, no horn to honk; you start yourself, no clutch to slip, no spark to miss, no gears to strip; no license-buying every year, with plates to screw on front and rear; no gas bills climbing up each day, stealing the joy of life away; no speed cops chugging in your rear, yelling summons in your ear. Your inner tubes are all O. K., and, thank the Lord, they stay that way; your spark plugs never miss and fuss; your motor never makes us cuss. Your frame is good for many a mile; your body never changes style. Your wants are few and easy met; you've something on the auto yet.

Hotel Gibson

RALPH HITZ—Manager

Live as luxuriously as a king and enjoy an association with the best at most modest prices. The Florentine Room called America's most beautiful restaurant satisfies any epicurean whim. The Tea Room and Coffee Shop serves delicious a-la carte dinners.

1000 Rooms with Baths—
$3.00 and upwards.

Cincinnati

World Total of Motor Vehicles Gains 2,093,091

(Continued from Page 1)

leading country in the use of motor vehicles, the census clearly indicates, with Canada and the United Kingdom the next in order.

Of the 1928 world total, 23,262,183 vehicles are in operation in this country, the division being 20,279,661 passenger cars, 83,636 buses and 2,896,886 trucks. This represents practically 80 per cent. of the world total.

The January 1, 1927, total in the United States was 22,137,234, divided among 19,293,112 passenger cars, 80,000 buses and 2,764,222 trucks.

The world total of motorcycles was put at 1,944,229, of which only 124,359 are in use in the United States.

The complete census by countries follows:—

WORLD CENSUS OF MOTOR VEHICLES ON JAN. 1, 1928

Compiled by Automotive Division, H. O. Smith, Chief

(Compilation completed May 12, 1928).

TOTAL WORLD REGISTRATION JANUARY 1, 1926, 1927 and 1928:

	Passenger Cars.	Buses.	Trucks.	Total Automobiles.
1926	20,837,146	172,617	3,463,856	24,589,249
1927	23,491,763	178,478	3,923,968	27,594,209
1928	25,168,741	204,382	4,314,177	29,687,300

1928—	Pass. Cars.	Buses.	Trucks.
Aden	572	80	38
*Afghanistan	100	...	100
Alaska	1,384	...	564
Albania	427	2	103
Algeria	25,750	800	4,000
Angola	800	4	850
Argentina	224,903	1,300	39,927
Asir	20	...	...
Australia and Tasmania	346,885	1,051	75,585
Austria	14,118	750	8,805
Azores	440	20	15
Bahamas	728	2	268
Bahrein	200	...	5
Barbados	1,046	95	50
Belgian Congo	1,900	...	1,600
Belgium	72,000	...	$36,000
Bolivia	1,148	44	793
*Borneo, British North Borneo.	55	...	18
Netherland	1,900	...	200
Brazil	95,000	1,000	40,000
British East Africa	6,522	...	2,489
British Honduras	148	...	40
British Somaliland	23	...	17
British South West Africa	1,052	...	279
*British West Africa	†12,654	...	...
Bulgaria	1,400	...	437
Canada	§46,336	1,196	107,972
Canary Islands	3,354	220	1,189
Ceylon	10,410	2,135	1,872
Chile	14,900	1,600	2,771
China	15,924	2,360	2,170
Chosen (Korea)	1,572	569	268
Colombia	6,420	220	3,596
Cook Islands	56	...	43
Costa Rica	950	110	300
Cuba	31,150	1,792	11,955
Curacao	633	4	249
Cyprus	877	1	191
Czechoslovakia	28,370	1,720	10,560
Danzig	1,362	79	549
Denmark	66,000	900	17,000
Dominica	31	...	3
Dominican Republic	3,089	15	881
Ecuador	1,070	62	410
Egypt	18,342	1,170	2,378
Eritrea	97	...	11
Estonia	1,046	157	400
Ethiopia	67	...	42
Faroe Islands	...	...	12
Fiji Islands	683	...	150
Finland	17,405	1,253	6,340
France	656,000	10,000	290,000
French Equatorial Africa	82	...	145
French Indo-China	11,544	1,573	629
French Somaliland	93	8	9
French West Africa	2,349	...	3,273
Gambia	49	...	78
Germany	332,000	7,000	117,000
Gibraltar	515	31	50
Gilbert and Ellice Islands	...	...	2
Gold Coast	587	...	4,482
Greece	9,300	1,785	2,800
Grenada	275	...	50
Guadeloupe	833	19	71
Guam	163	2	119
Guatemala	1,781	20	672
Guiana, British	1,521	114	128
Surinam (Dutch Guiana	170	...	13
Guiana, French	60	...	32
Haiti	1,491	177	375
Hawaii	30,292	168	6,746
Hejaz	90	45	...
Honduras	303	47	119
Hongkong	1,294	119	311
Hungary	9,259	370	3,372
Iceland	225	...	374
India	73,698	...	121,986
Iraq	2,477	4	344
Ireland, North	15,883	690	5,062
Irish Free State	29,136	535	7,092
Italian Somaliland	45	...	69
Italy	120,000	3,600	35,000
Jamaica	4,339	64	1,324
Japan	34,763	3,387	16,504
Kuwait	75	...	...
Latvia	1,226	145	517
Leeward Islands	403	13	55
Liberia	130	...	45
Libia	360	...	368
Lithuania	767	116	121
Luxemburg	3,805	87	1,653
Madagascar	1,000	46	265
Madeira Islands	200	300	90
Malaya, British	24,241	1,664	3,886
Maltese Islands	1,060	160	143
Martinique	1,383	18	236
Mexico	42,046	3,595	11,498
Mocalla	106	16	...
Monaco	1,165	40	70
Montserrat	...	...	...
Presidency of Morocco, French	37	2	4
	9,828	...	13,562

1928—	Pass. Cars.	Buses.	Trucks.
Morocco, (International Zone)	270	8	130
Morocco, Spanish	555	15	468
Mozambique	700	10	250
Netherlands	46,977	3,162	23,815
Netherlands East Indies (ex. Borneo)	20,294	...	14,900
Newfoundland	1,455	9	189
New Hebrides	...	...	19
New Zealand	111,395	1,163	21,677
Nicaragua	437	2	54
Nigeria	1,803	...	2,624
Norway	19,900	1,200	11,250
Nyasaland	430	...	135
Palestine	1,416	433	347
Panama and Canal Zone	3,988	361	235
Papua (New Guinea)	42	...	126
Paraguay	553	160	315
Persia	4,800	60	1,700
Peru	6,200	375	3,950
Philippine Islands	20,547	2,753	5,510
Poland	16,772	1,544	3,606
Porto Rico	10,489	375	2,815
Portugal	18,609	200	3,000
Reunion	665	110	130
Rhodesia, Southern	5,593	...	373
Rumania	15,039	1,016	4,764
Russia	8,168	1,084	9,421
St. Christopher Nevis	195	10	25
St. Lucia	96	7	26
St. Pierre et Miquelon	17	...	44
Salvador	1,365	90	218
Samoa, American	20	6	18
Samoa, Western	186	...	160
Scotland	71,000	4,500	26,200
Seychelles Island	14	...	...
Siam	3,767	1,182	1,783
Sierra Leone	256	...	187
Society Islands (other than Tahiti)	15	...	8
Solomon Islands	2	...	...
Spain	§134,050	...	42,025
Spitzbergen	...	...	1
Sudia, Anglo Egyptian	†1,472	...	...
Sweden	81,465	1,827	26,230
Switzerland	43,450	550	9,000
Syria	4,828	90	419
Tahiti	300	10	60
Taiwan	129	311	84
Tonga	120	1	42
Transjordan	144	2	49
Trinidad and Tobago	3,245	158	515
Tunisia	4,800	100	450
Turkey	5,500	750	750
Union of South Africa	93,000	700	7,500
United Kingdom (England and Wales)	749,000	37,500	264,500
United States	20,279,661	85,636	2,896,886
Uruguay	28,100	525	5,950
Venezuela	9,500	150	3,000
Virgin Islands	393	2	73
Yemen	22	9	...
Yugo-Slavia	8,866	20	1,585
Foreign countries and non-contiguous territories— Total	4,889,080	118,746	1,417,291
Grand total	25,168,741	204,382	4,314,177

Grand total, passenger cars, buses and trucks, 29,687,300.

*Obtained from the American Automobile (Overseas Edition).
†Includes trucks and buses with passenger cars.
‡Includes buses with trucks.
§Includes buses with passenger cars.

BUSES PAY BETTER THAN TROLLEY, SURVEY SHOWS

Newark, N. J., June 5.—Operation of buses over a period of four years by the Public Service Transportation Company compared to trolley operation shows that the bus is a better paying proposition, officials of the corporation point out as a reason for the rapid substitution of buses for trolleys.

The trolley revenue per mile climbed steadily from 1924 to 1926, then dropped last year. Operating costs per mile on the trolleys have been going up, while on the other hand bus profits have been increasing steadily.

Tire Covers Serve as Tickets for Free Towing

Union City Dealer Finds That This Service Repays the Car Owner for His Service in Advertising the Dealer and Builds Trade

ABOVE IS SHOWN a general view of the B. D. L. Motors Company at Union Hill, N. J.

Bq CHARLES S. ZACK

UNION CITY, N. J., June 5.—Spending from $700 to $1,000 a year for tire covers and giving them away to buyers of new and used cars, is a practice that George Laessig, president of the B. D. L. Motor Corporation, has adhered to for the past three years. It was good business, in his opinion, for it showed good will in giving the buyer something for nothing, while at the same time advertising to the motoring public the fact that it was the B. D. L. Corporation of 4268-72 Hudson Boulevard, Union City, N. J., Chevrolet dealer, that had sold that particular car.

But when Mr. Laessig discovered that some of the car owners were painting out the B. D. L. Corporation name and address it set him to thinking. How could he keep the trade mark on the tire cover? Would it be policy to stop giving away the covers after several years of this practice? Should he use the money in some other form of advertising?

He called a meeting of his sales and service staffs. The problem had been posted on the company's bulletin board, the same board that contained the month's quota of new and used cars and the record of daily sales.

The men and women of the organization came to the meeting all primed with solutions. They were varied. Many were logical, but others were not. Then the service department manager suggested that the company should make some sort of a concession to those who kept the name of the company on the tire cover.

This remark set President Laessig thinking and he made the suggestion that met with the approval of the organization and was adopted.

It was that any owner of a new or used car purchased at the B. D. L. Corporation carrying a B. D. L. tire cover would be towed in free of charge anywhere in Hudson county, regardless of whether the adjustment charge is nothing or $5.

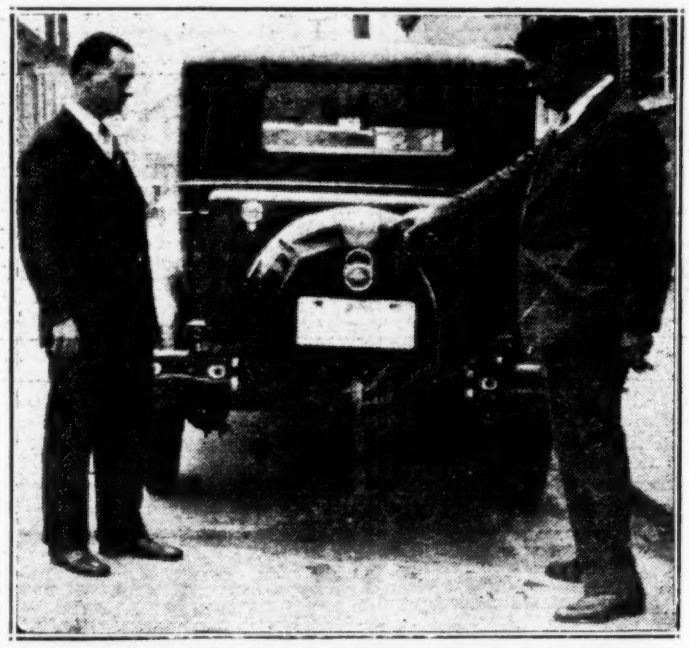
The practice was put into effect. Nothing is said to the purchaser about keeping the name of the company on the tire cover. They are told, however, that towing service is free to those having B. D. L. tire covers. In this way Mr. Laessig says, he has never since heard of an instance where the name has been scratched off the tire cover.

The writer wanted to know whether the cost of advertising in this form had increased as the result of the free towing service. Mr. Laessig says that it has not. The number of towing calls received by the concern is few, except in the cases of accident. In this instance, he points out, the company gets jobs on wrecked cars that it probably would not have received.

Explaining this, he says that drivers of B. D. L. cars in an accident in another part of the county would in many cases have had their cars repaired at the garage nearest the scene of the accident. But then they remember that towing is free to B. D. L. tire cover cars and they call the B. D. L., eliminating this charge and having their cars repaired nearer home. In this way the company sells its replacement parts and the service department is kept busy on jobs that would have otherwise gone to other concerns.

There are instances, however, where inexperienced drivers send for the tow car when their trouble is really minor. Many times the mechanic makes the adjustment without bringing the car back to the service station. No charge is made in such cases and the good will of the owner is thereby gained. It may mean that his next car will again be a Chevrolet instead of the more expensive make that he had been thinking of.

"Good will," says President Laessig, "is the greatest asset any business concern can have, and we aim to build up that reputation even if we have to take loses now and then. We are building for the future."



IN THIS PICTURE Mr. Laessig, president of the B. D. L. Company, is shown explaining his method of letting his customers advertise his business by carrying the name B. D. L. Motors on their spare tire cover.

ISSUE COURTESY CARDS

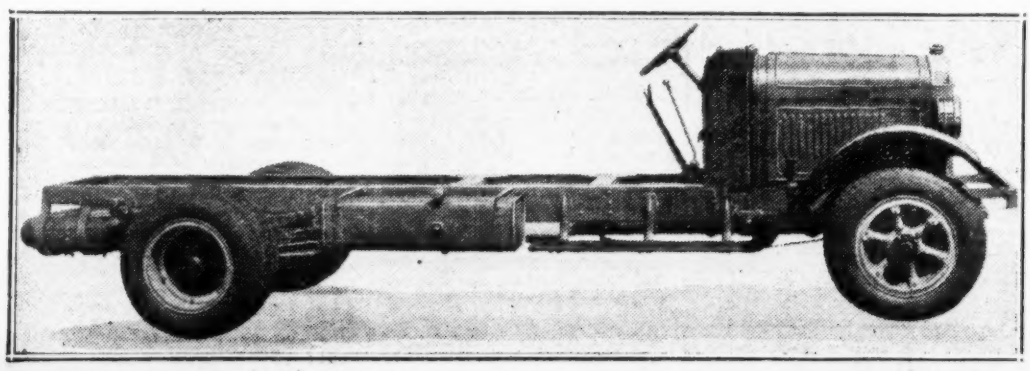
Newark, N. J., June 5.—The Mallon Motor Car Company, Oakland and Pontiac distributor in Essex county, is issuing courtesy cards to car owners who contemplate trips this summer. The object is to insure them preferred service and similar courtesies when they visit dealers in other cities. A vacation log is passed out with the card, so the traveler may jot down a daily record of his travels, as well as the cost of operating his car.

GIVE AWAY CUSHIONS

Fort Smith, Ark., June 5 (U. T. P. S.).—The Fisk Tire and Supply Company, 301 Towson Ave., is increasing business tremendously by giving an overstuffed motor cushion made of automobile upholstery with each $10 purchase of any kind at the station. Motorists are given their choice of color to match their car and of several shapes of pillows. The company also gives these mohair and velour cushions for $1 cash and five coupons that are given with each dollar purchase. The plan is working well to increase sales, managers say.

Los Angeles, June 5.—Boogar & Gillingham, Hudson-Essex dealers, have moved to new quarters at 1400 South Figueroa St. The new location gives the firm about double the sales and service facilities it had at the old building.

THE NEW STEWART 3-TON fast heavy duty truck, powered by a six cylinder engine equipped with four-wheel brakes, which was announced yesterday in the Automotive Daily News, is shown below. This model is offered in five wheel base lengths and is priced at $3,490.



Doubling Last Year's Sensational Record - -

EACH YEAR for the past three years Oakland sales have climbed to new and greater heights. In 1925, producing and selling at retail 40,000 cars, Oakland and its dealer organization enjoyed a comparatively successful year. But in 1926, Oakland-Pontiac dealers retailed nearly three times as many cars as in 1925—113,301, to be exact. In 1927, retail sales of these two General Motors Sixes totaled 171,153 cars—an increase of 51 per cent over the previous year. And now—

—Oakland-Pontiac sales for 1928 are practically doubling last year's sensational record!

Think what it means to be a member of the dealer organization whose retail sales have increased from 51 to 200 per cent each year for the past three years. Think what it means in view of the fact that during the six months period from August 1, 1927 to January 31, 1928, 1707 Oakland-Pontiac dealers were in fourth place or better in their territories—and nearly half of these dealers were in first or second place!

Are you interested in joining an organization that is winning such success? If you are, write to Dept. G for complete information, today!

OAKLAND MOTOR CAR CO., PONTIAC, MICH.

OAKLAND-PONTIAC *Double-Profit* Franchise

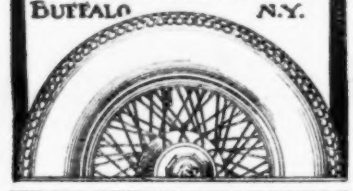
BUFFALO
Wire Wheels
help you to
sell more cars

Capitalize on the Vogue for Buffalo Wire Wheels!-Their trim beauty smartens any car and their rugged strength is an assurance of safety.

Buffalo Wire Wheels have been used for many years by America's Leading Car Manufacturers — They are made for all types of cars —

Write for details!

WIRE WHEEL CORPORATION OF AMERICA
BUFFALO N.Y.



Passenger Car Equipment and Accessories

Name and Model	Speedometer	Clock	Fuel Gauge	Lock	Spark Plugs	Battery	Heat Indicator	Cig. Lighter	Smok. Set	Van. Set	Make of Body Finish Used	Stop Light	Parking Light	Windshield Wings	Heater	Front Bumper	Rear Bumper	Wire Wheels*	Shock Absorber
Auburn 115	Ste	—	K-S	Ele	Cha	USL	Moto-M	Cun	GR	—	Mur	Ind	In	†Troy	†Gla	Balc	Balc	Day	cLov
Auburn 88	Ste	—	K-S	Ele	Cha	USL	Moto-M	Cun	GR	—	Mur	Ind	—	†Troy	†Gla	Balc	Balc	Day	cLov
Auburn 76	Ste	—	K-S	Ele	Cha	USL	Moto-M	†—	—	—	Mur	Ind	—	†Troy	†Gla	Balc	Balc	Day	cLov
Buick 115	A C	—	Gro	Her	A C	Ex	A C	Cas	Fis	Fis	Duco	D-R	D-R	—	—	—	—	Buffalo	cLov
Buick 120	A C	—	Gro	Her	A C	Ex	A C	Cas	Fis	Fis	Duco	D-R	D-R	—	—	—	—	Buffalo	cLov
Buick 128	A C	—	Gro	Her	A C	Ex	A C	Cas	Fis	Fis	Duco	D-R	D-R	—	—	—	—	Buffalo	cLov
Cadillac	A C	Jag	Nag	Ele	A C	Ex	A C	Cas	Fis	Fis	Duco	Own	Hal	Trico	*Kel	USE	USE	Buffalo	cLov
Chand. Spec. 6.	Ste	—	Moto-M	Ele	A C	Pre	Moto-M	—	†GR	—	Own	Sto	Cor	†John	—	Ster	Ster	K-H	*Lov
Chandler Big 6.	Ste	†Ster	Moto-M	Ele	A C	Pre	Moto-M	†Cun	GR	GR	Own	Sto	Cor	†John	Per	Ster	Ster	K-H	*Lov
Chand. Royal 8.	Ste	Ster	Moto-M	Ele	A C	Pre	Moto-M	Cun	GR	GR	Own	Sto	Cor	†John	Per	Ster	Ster	K-H	*Lov
Chevrolet AA	A C	—	—	*Ign	A C	USL, Ex	—	—	Fis	—	Duco	D-R	—	—	Own	Own	Own	—	—
Chrysler 52	Ste	—	Roc	Sna	A C	Wil	—	—	Own	—	Duco	Hal	—	—	—	—	—	—	—
Chrysler 62	Ste	—	Moto-M	Sha	A C	Wil	Moto-M	—	Own	—	Duco	Hal	—	Kok	—	Ste	Ste	—	Wee
Chrysler 72	A C	—	Moto-M	Ele	Cha	Wil	Moto-M	—	Own	—	Duco	Hal	—	Kok	—	Ste	Ste	—	Has
Chrysler 80	A C	Ster	Moto-M	Ele	Cha	Wil	Moto-M	Cas	Cas	Cas	DucoVal	Hal	—	Kok	Bov	Ste	Ste	Buffalo	Wat
Davis 99	Ste	—	Moto-M	Joh	A C	Wil	Moto-M	—	GR	GR	Duco	Cor	—	—	Per	Balc	Balc	—	cHex
Dodge Senior 6.	NE	Wl El	Moto-M	B&S	Cha	Wil	Moto-M*	—	GR	ElGR	—	Cor Ind	Cor	Ind —	—	CG	CG	—	cWat
Dodge Victory 6.	N E	—	Moto-M	B&S	Cha	Wil	—	—	GR	GR	—	Cor Ind	Cor	Ind —	—	CG	CG	—	cWat
Dodge Std. 6	N E	—	Moto-M	B&S	Cha	Wil	—	—	GR	GR	—	Cor Ind	Cor	Ind —	—	CG	CG	—	—
Durant Four	Ste	—	Roc	—	A C	USL	—	—	—	—	VEP	Cor	—	†Kok	—	Bad	Bad	—	—
Durant 65	Ste	—	Nag	—	A C	USL	Safe T	—	—	—	VEP	Cor	—	Kok	—	Bad	Bad	—	Gab
Durant 75	Ste	—	Nag	Sha	A C	USL	Safe T	—	—	—	VEP	Cor	—	—	—	†Bad	†Bad	—	Lov
Durant 55	Ste	—	Roc	Sha	A C	USL	—	—	—	—	VEP	Cor	—	—	—	Bad	Bad	—	—
Elcar 6-70	Ste	—	Ster	Joh	A C	USL	Moto-M	—	—	—	yMur	Bro	Hal	Yes	—	—	—	—	—
Elcar 8-78	Ste	—	Ster	Joh	A C	USL	Moto-M	—	—	—	—	Bro	Hal	Yes	—	—	—	—	—
Elcar 8-82	Ste	—	Ster	Joh	A C	USL	Moto-M	—	—	—	—	—	—	Yes	Yes	Yes	Yes	—	Lov
Elcar 8-91	Ste	Ster	Nag	Joh	A C	USL	Moto-M	Yes	—	—	—	—	—	Yes	Yes	Yes	Yes	—	Lov
Elcar 8-92	Ste	Ster	Nag	Joh	A C	USL	Moto-M	Yes	—	—	—	—	—	Yes	Yes	Yes	Yes	—	Lov
Erskine Six	Ste	—	K-S	Her	Cha	Wil	—	—	—	—	Gli	Yes	Yes	—	—	—	—	—	—
Essex Super 6.	Ste	—	K-S	Ele	A C	Ex	Moto-M	—	—	—	sDitz	Rea	—	—	—	—	—	—	—
Falcon-Knight	Ste	—	Nag	—	Cha	USL	—	—	—	—	Mou	Rea	—	—	—	—	—	Buffalo	bHex
Ford A	Ste	—	Roc	Ele	Cha	Own	—	—	—	—	—	Yes	—	—	—	—	—	—	cHou
Franklin Airm'n	Wal	Wal	Nag	Ele	Cha	West	—	Cas	Own	Own	DucoVal	Bro	Bro	J H	—	CG	CG		cWat
Gardner 95	Ste	Phi	Moto-M	D-R	Cha	Pre	Moto-M	Con	GR	—	Lac	Cor	Cor	—	—	Balc	Balc	—	Wat
Gardner 85	Ste	—	Moto-M	D-R	Cha	Pre	Moto-M	—	—	—	Lac	Cor	Cor	—	—	Balc	Balc	—	Lov
Gardner 75	Ste	—	Moto-M	D-R	Cha	Pre	Moto-M	—	—	—	Lac	Cor	—	—	—	CG	CG	—	Gab
Graham-Pg 610.	N E	—	K-S	N E	A C	Wil	Moto-M	Cun	—	—	Ditz	Cor	Cor	—	—	Ste	Ste	—	Hex
Graham-Pg 614.	N E	—	K-S	Her	Cha	Wil	Moto-M	Cun	—	—	Egyp	Cor	Cor	—	—	Ste	Ste	—	Has
Graham-Pg 619.	N E	†Ster	K-S	Her	Cha	Wil	Moto-M	Cun	†GR	†GR	Ditz	Cor	Cor	—	—	Ste	Ste	—	cWat
Graham-Pg 629.	N E	†Ster	K-S	Her	Cha	Wil	Moto-M	Cun	†GR	†GR	Ditz	Cor	Cor	—	—	Ste	Ste	—	Wat
Graham-Pg 835	N E	†Ster	K-S	Her	Cha	Wil	Moto-M	Cun	†GR	†GR	Ditz	Cor	Cor	—	—	Ste	Ste	—	Wat
Hudson Super 6	Ste	—	K-S	Ele	A C	Ex	Moto-M	—	Yes	Cas	sDuco	Bro	—	—	—	—	—	Buffalo	Wat
Hupmob Ctry 6	Ste	—	Ster	Clum	Cha	Wil	Moto-M*	—	—	—	DucoVal	Own	Hal	Ben	—	Al	Al	—	Gab
Hupmobile E-3	Ste	Phi	Moto-M	Corb	Cha	Wil	Moto-M*	—	Yes	Yes	DucoVal	Own	—	Ben	—	CG	CG	—	cGab
Hupmob. Ctry 8	—	—	—	—	—	—	Moto-M*	—	—	—	DucoVal	—	—	—	—	—	—	—	—
Jordan RE	Ste	Ster	Nag	Her	Cha	Wil	Moto-M	—	Elg	Elg	sDucVal	Gui	Gui	A M	—	Bif	Bif	K-H	Hou
Jordan JE	Ste	Ster	Nag	Her	Cha	Wil	Moto-M	—	Elg	Elg	sDucVal	Gui	Gui	—	—	Bif	Bif	K-H	Hou
Kissel 6-55	A C	Yes	Gro	Ign	A C	Wil	A C	—	—	—	Duco	Sto	Sto	—	Per	Own	Own	Buffalo	cWah
Kissel 6-70	A C	Yes	Gro	Ign	A C	Wil	A C	—	—	—	Duco	Sto	Sto	—	Per	Own	Own	Buffalo	cWah
Kissel 8-80	A C	Yes	Gro	Ign	A C	Wil	A C	—	—	—	Duco	Sto	Sto	—	Per	Own	Own	Buffalo	cWah
Kissel 8-90	A C	Yes	Gro	Ign	A C	Wil	A C	—	—	—	Duco	Sto	Sto	—	Per	Own	Own	Buffalo	cWah
LaSalle	A C	Jag	Nag	Ele	A C	Ex	A C	Cas	Fis	Fis	Duco	Own	Hal	Trico	*Kel	USE	USE	Buffalo	cLov
Lincoln 8	Wal	Wal	K-S	Yal	Cha	Ex	—	Cun	Cun	Cas	DucoVal	Own	Own	Own	—	Bif	Bif	Buffalo	Hou
Locomobile 8-70	Ste	Phi	Moto-M	—	Cha	USL	Moto-M	Cas	—	GR	Duco	Hal	—	—	—	Buck	—	Day	cLov
Locomobile 8-80	Ste	Phi	Moto-M	Joh	Cha	USL	Moto-M	Cas	AWS	GR	Duco	Hal	—	—	—	Buck	—	Day	cLov
Locomobile 90	Wal	Wal	U S	Yal	Cha	USL	—	Met	GR	GR	Duco	Aga	—	—	—	Buck	—	—	cLov
Locomobile 48	Wal	Wal	Bos	Yal	Cha	Pre	—	Met	GR	GR	Duco	Aga	—	—	—	Buck	—	—	cLov
Marmon 68	Ste	—	Moto-M	Tra	Cha	Pre	Moto-M	Cas	*AWS	*AWS	DucoVal	Hal	Hal	Per	—	CG	CG	Day	Lov
Marmon 78	Ste	Ster	Moto-M	Tra	Cha	Pre	Moto-M	Cas	Elg	Elg	DucoVal	Hal	Hal	Per	—	Ste	Ste	Day	Lov
Marmon 75	Wal	Wal	Nag	Tra-Ign	Cha	Pre	Moto-M	Cas	AWS	AWS	DucoVal	Hal	Hal	Per	—	Ste	Ste	Buffalo	Lov
McFarlan Str. 8	Wal	Wal	Gro	D-R	A C	Wil	Moto-M	Cas	Elg	Cas	rDuco	Ind	Ind	Yes	Per	Bif	Bif	Buffalo	Wat
McFarlan TV	Wal	Wal	Gro	—	A C	—	Moto-M	Cas	Elg	Cas	rDuco	Ind	Ind	Yes	Per	Bif	Bif	Buffalo	Hou
Moon 6-68	Ste	—	Moto-M	Joh	Cha	USL	—	—	—	—	sGli	—	—	—	—	—	—	—	aHar
Moon 6-62	Ste	—	Moto-M	Joh	Cha	USL	—	—	—	—	sGli	Ind	—	Yes	—	Yes	Yes	—	aHar
Moon 6-72	Ste	—	Moto-M	Joh	Cha	USL	Moto-M	—	—	—	sGli	Ind	—	—	—	Yes	Yes	—	aHar
Moon 8-75	Ste	Hun	Moto-M	Joh	Cha	USL	Moto-M	Yes	GR	GR	sGli	Ind	—	Yes	Hill	Yes	Yes	—	aHar
Moon 8-80	Ste	—	Moto-M	Joh	Cha	USL	Moto-M	—	—	—	sGli	Ind	—	—	—	Yes	Yes	—	aHar

DEALER DOINGS

NEW OLDSMOBILE FIRM TO OPERATE IN JERSEY CITY, N. J.

Jersey City, N. J., June 5.—Hudson county's latest addition to automobile row, the Hudson County Oldsmobile, Inc., has opened showrooms at 3257 Hudson Boulevard, Jersey City. John J. Schmitt of Secaucus is president and C. H. Johannsen of West New York is secretary and treasurer. The sales department will be under the management of Fred Hoffmann of Oradell, and Max Ramel of New York city will have charge of the service department. All are well known in automobile circles.

ACQUIRES CHEVROLET FRANCHISE IN SOUTH BUFFALO

Buffalo, June 5.—Carl Miller, who for years has operated a chain of filling stations in western New York, has opened a Chevrolet dealership in a new building erected especially for his use at Triangle and Good Avenue, South Buffalo.

HALEY TO BE OVERLAND DEALER IN BROOKLYN

Brooklyn, N. Y., June 5.—J. P. Haley, for fifteen years connected with Willys-Overland as service manager in Los Angeles, Cal., and later as sales manager of the used car department in Brooklyn, has now become a Willys-Overland dealer here. He has opened his place of business on Atlantic Avenue, Brooklyn.

AUTOMOBILE MEN BEHIND NEW JERSEY ORGANIZATION

Union City, N. J., June 5.—Three local men, prominent in north Hudson automobile circles, are among the organizers of the Elks Square Association, formed to boost the section at the Hudson Boulevard and Hackensack Plank Road. Henry Jecker, Chandler dealer, is treasurer, while George Laessig, Chevrolet dealer, and Frank Galland, automobile show manager for the dealers of Hoboken, Jersey City and north Hudson, are directors.

The section known as Elks Square is in the heart of the boulevard automobile row. In addition to the $3,000,000 Elks clubhouse it has Columbia Amusement Park, and the first aim of the new association is to bring a big theater there. The growth of the boulevard through Union City has been rapid in the past few years, but automobile dealers are eager to bring more people to that section.

NEWARK OAKLAND SALESMEN HOLD MONTHLY DINNER

Newark, N. J., June 5.—Salesmen of the Mallon Motor Car Company, Oakland and Pontiac distributor, held their monthly dinner in the Elks Club last week, when the names of contest winners were announced and prizes awarded. J. E. Gaffney and H. L. Hutchinson were the honor men.

GEORGETOWN CHEVROLET FIRM REORGANIZED

Georgetown, S. C., June 5.—An amendment has been allowed to the charter of the Parrish Chevrolet Company whereby the name of the dealership is changed to the Georgetown Chevrolet Company. M. L. Collins has been made president of the new concern, succeeding J. P. Parrish, who has sold out his interest in the business.

GRAHAM-PAIGE DEALER ON ATHLETIC BOARD

Louisville, Ky., June 5.—Harry J. Klein, president of the Klein Motor Company, Louisville dealer for Graham-Paige, was on May 25 appointed by Gov. Flem D. Sampson for a four-year term on the State Athletic Board of Control, which has jurisdiction over both wrestling and boxing within the state. Mr. Klein has taken considerable interest in boxing and wrestling for a number of years.

MR. AND MRS. H. C. HOLDEN ON THREE MONTHS MOTOR TOUR

Miami, Fla., June 5 (U. T. P. S.).—H. C. Holden, general manager of the Berner-Pease Company, Miami, accompanied by Mrs. Holden, has left on a three months motor tour. His plans call for a number of visits to automobile and automobile equipment factories in the North and West—also the Automobile Equipment Association's summer convention at Mackinac Island, Mich., in June, and the Knights-Templars conclave in Detroit in July.

WASHINGTON FORD MAN NAMED YACHT RACE STARTER

Olympia, Wash., June 5.—Leon E. Titus of this city, who operates Ford-Lincoln dealerships in five southwest Washington cities, has been named official starter of the Olympia-to-Juneau, Alaska, yacht race, which will start June 26. Because of his prominence as a sportsman, Titus was the unanimous choice of the committee to send away the score or more yachts that will compete on the thousand-mile cruise to the Alaskan capital.

ANOTHER DURANT FIRM OPENS IN SEATTLE, WASH.

Seattle, Wash., June 5.—The Schober & Wait Motor Company has just opened its establishment in West Seattle as Star-Durant dealers in that section. This brings the number of Star-Durant dealers in Seattle up to five. Joseph Schober is president of the new company and John Wait is general manager. Mr. Schober has just disposed of his interests in the Puget Sound Motor Freight Company to devote all attention to the new concern. Mr. Wait has been handling Star cars for six years in Seattle.

T. W. DAVIS TO MANAGE CHEVROLET SERVICE DEPT.

Jacksonville, Fla., June 5.—T. W. Davis has been made manager of the service department of the Carter-Sawyer Motor Company, Chevrolet dealer in South Jacksonville.

CAMDEN PEERLESS COMPANY CHANGES FIRM NAME

Trenton, N. J., June 5.—Mark F. Casselman has filed with the secretary of state here a change in the corporate name of the Camden Peerless Company, at 35 North 4th St., Camden. The concern will hereafter be known as the Marmon Camden Company, having changed from Peerless to Marmon cars.

CLASSIFIED ADVERTISEMENTS IN THE AUTOMOTIVE DAILY NEWS BRING RESULTS

Obituary Notes

GEORGE S. ROBB

Louisville, Ky., June 5.—The body of George S. Robb, Louisville garage owner and race driver, who was killed in a race at Morristown, Tenn., on Memorial Day, arrived in Louisville Friday. Mr. Robb operated a garage at 435 South First St., Louisville, in which he built the race car. It was his second race. The car swerved from the dirt track and went through two fences. Mrs. Robb was one of about 2,000 spectators at the track.

Mr. Robb was born at Okolona, Ky., attended Louisville Male High School, and is survived by his widow, a year old son, his parents and several brothers and sisters. He was 25 years old.

SIDNEY WILSON

Richmond, Va., June 5 (U. T. P. S.).—Sidney Wilson, 50, an automobile dealer of Leaksville, N. C., was instantly killed when the car he was driving from Reidsville to Leaksville left the road on a curve and turned over three times. Wilson suffered a broken neck. A companion was severely injured and is in a Leaksville hospital. A third man escaped without serious injury.

The funeral was held at Providence Church. Mr. Wilson leaves a widow and two children.

Passenger Car Equipment and Accessories

Name and Model	Speedometer	Clock	Fuel Gauge	Lock	Spark Plugs	Battery	Heat Indicator	Cig. Lighter	Smok. Set	Van. Set	Make of Body Finish Used	Stop Light	Parking Light	Windshield Wings	Heater	Front Bumper	Rear Bumper	Wire Wheels*	Shock Absorber
Nash Adv. 6....	Ste	†GE	K-S	B & S	AC	Wil	Moto-M	—	†Yes	†Yes	xDuc	Yes	—	—	—	Yes	Yes	—	cWat
Nash Special 6	Ste	—	K-S	B & S	AC	USL	—	—	G R	G R	xDuc	Yes	—	—	—	—	—	—	cGab
Nash Stand. 6..	A C	—	K-S	B & S	AC	USL	—	—	—	—	xDuc	Yes	—	—	—	†Yes	†Yes	—	bWah
Oakland All-Am	A C	—	K-S	D-R	AC	Wil	—	—	†Fis	†Fis	Duco	D-R	Ind	—	—	CG	CG	Buffalo	cLov
Oldsmobile	A C	—	K-S	D-R	AC	Wil	A C	—	†Fis	—	Duco	D-R	D-R	Trico	—	Yes	Yes	—	cLov
Packard 526, 533	N E	Jag	K-S	—	Cha	Pre	Moto-M	Cas	Own	Cas	sVal	Own	Own	Yes	Own	Cen	Cen	—	Wat
Packard 443	N E	Jag	K-S	—	Cha	Pre	Moto-M	Cas	Own	Cas	sVal	Own	Own	Yes	Own	Cen	Cen	—	Wat
Peerless 69	Wal	Wal	Gro	Yal	Cha	Ex	Moto-M	—	Elg	Elg	Val	Gui	Gui	Kok	—	Fed	Fed	—	Wat
Peerless 91	A C	Elg	Moto-M	Yal	Cha	Ex	Moto-M	—	G R	G R	Val	Gui	Gui	Kok	—	Bif	—	—	Wat
Peerless 60	A C	—	Moto-M	Mil	Cha	USL	Moto-M	—	G R	G R	Val	Gui	Gui	Kok	—	Bif	—	—	Gab
Peerless 80	A C	Elg	Moto-M	Mil	Cha	USL	Moto-M	—	G R	G R	Val	Cor	Cor	Kok	—	Bif	—	—	Gab
Pierce-Arrow 36	Wal	Wal	Roc	Yal	Cha	Wil	Moto-M	Cas	†AWS	†AWS	sDuco	Aga	Aga	—	—	Own	—	Buffalo	Hou
Pierce-Arrow 81	Wal	Wal	Roc	Yal	Cha	Wil	Moto-M	Cas	†AWS	†AWS	sDuco	Aga	Aga	—	—	Own	—	Buffalo	Hou
Pontiac 6-28 ...	A C	—	K-S	D-R	AC	Pre	—	—	†Fis	†Fis	Duco	D-R	D-R	—	—	Ste	Ste	Buffalo	cLov
Reo Wolverine ..	Ste	—	Moto-M	Ele	Cha	Wil	—	—	—	—	sDitz	Gui	Gui	—	—	CG	CG	—	a†Lov
Reo Flying Cl'd	Ste	—	K-S	Blos	Cha	Wil	A C	—	G R	G R	sDitz	Gui	Gui	—	—	CG	CG	—	cLov
Rolls-R'ce S. Gh	Ste	Chel	—	Yal	Cha	Ex	Moto-M	Yes	Yes	Yes	Val	Own	Own	No	No	Own	Own	Buffalo	**Own
Rolls-R'ce N. P.	Ste	Chel	—	Yal	Cha	Ex	Moto-M	Yes	Yes	Yes	Val	Own	Own	No	No	Own	Own	Buffalo	cOwn
Ste'rns-K.H 8-90	Ste	Wal	Nag	Own	Cha	USL	—	—	†Elg	†Elg	sVal	Hal	Gui	†Yes	—	Ste	Ste	Buffalo	cHou
Stearns-K. J8-90	Ste	Wal	Nag	Own	Cha	USL	—	—	†Elg	†Elg	sVal	Hal	Gui	†Yes	—	Ste	Ste	Buffalo	cHou
Studebak Dict..	Ste	—	K-S	Her	Cha	Wil	Moto-M	—	—	—	Gli	Yes	Yes	—	—	—	—	—	cMon
Studebaker Com	Ste	—	K-S	Her	Cha	Wil	Moto-M	*Yes	—	—	Gli	Yes	Yes	—	—	—	—	—	cMon
Studebaker Pres	Ste	Yes	Nag	Her	Cha	Wil	Moto-M	Yes	Yes	Yes	Gli	Yes	Yes	—	—	—	—	—	cMon
Stutz BB	A C	N H	Gro	Mil	Cha	Pre	A C	Cas	Elg	Elg	Val	Bro	—	Kok	—	Buck	Buck	Buffalo	cLov
Velie 50	Ste	—	Nag	Ele	Cha	Pre	Moto-M	—	—	—	Ditz	Vict	—	—	—	CG	CG	Buffalo	Lov
Velie 66	Ste	—	Nag	Ele	Cha	Pre	Moto-M	—	—	—	Ditz	Vict	—	—	—	CG	CG	Buffalo	Lov
Velie 77	Ste	—	Nag	Ele	Cha	Pre	Moto-M	—	GR	—	Ditz	Vict	—	—	—	CG	CG	Buffalo	Lov
Velie 88	Ste	—	Nag	Ele	Cha	Pre	Moto-M	—	GR	—	Ditz	Vict	—	—	—	CG	CG	Buffalo	Lov
Whippet	Ste	—	Nag	—	Cna	USL	—	—	—	—	Mou	Ind	—	—	—	—	—	—	aGab
Willys-K. Sta. 6	Ste	—	Nag	—	Cha	USL	Moto-M	—	—	—	Mou	Ind	—	—	—	—	—	—	cGab
Willys-K. Spl. 6	Ste	—	K-S	—	Cha	USL	Moto-M	—	G R	G R	Mou	Ind	—	—	—	—	—	Buffalo	cGab
Willys-K. Grt. 6	Ste	—	Nag	—	Cha	USL	Moto-M	—	G R	G R	Mou	Ind	—	—	—	—	—	Buffalo	cBosch

KEY TO ABBREVIATIONS USED IN THIS TABLE

GENERAL

*Moto Meter equipment supplied by the factory at dealer's option.
ZOptional. †On some types.

SPEEDOMETER

AC—AC Spark Plug Co., Flint, Mich.
NE—North East Electric Co., Rochester.
Ste—Stewart-Warner Speedometer Corp., Chicago.
Wal—Waltham Watch Co., Waltham, Mass.

CLOCK

Chel—Chelsea Clock Co., Boston, Mass.
El or Elg—Elgin Clock Co., Elgin, Ill.
GE—General Electric Co., Schenectady.
Hun—Hunter; see Elg.
Jag—Jaeger Watch Co., New York city.
NH—New Haven. See Phi.
Phi—Phinney-Walker Co., New York city.
Ster—Sterling Electric Clock Corp., New York city.
Wl or Wal—Waltham Watch Co., Waltham, Mass.

FUEL GAUGE

Bos—Boston Auto Gage Co., Pittsfield, Mass.
Gro—Grolag Co., Dayton, O.
KS—King-Seeley Corp., Ann Arbor, Mich.
Nag—Safe-T-Stat Co., Brooklyn, N. Y., and Toledo, O.
Moto-M—Moto Meter Co., Inc., L. I. City, N. Y., and La Crosse, Wis.
Roc—Rochester Mfg. Co., Rochester, N. Y.
Ster—Sterling Electric Clock Corp., New York city.
US—U. S. Gauge Co., New York city.

LOCK

B&S—Briggs-Stratton Co., Milwaukee.
Blos—Blossom.
Clum—Clum Mfg. Co., Milwaukee, Wis.
Corb—Corbin Cabinet Clock Co., New Britain, Conn.
Ele—Mitchell Specialty Co., Holmesburg, Philadelphia.
D-R—Delco-Remy Corp., Anderson, Ind.
Her—Hershey Mfg. Co., Chicago.
Ign—Ignition.
Sar—Sargent & Co., New Haven, Conn.
Joh—Johnson Automobile Lock Co., St. Louis, Mo.
Mil—Miller Lock Co., Philadelphia.
N. E.—North East Electric.
Sha—Shaler Lock Co., Milwaukee, Wis.
Tra—Transmission.
War—Warner Gear Co., Muncie, Ind.
Yal—Yale & Towne Mfg. Co., Stamford, Conn.
*Coincidental St. Gear & Ign.

SPARK PLUGS

AC—AC Spark Plug Co., Flint, Mich.
Cha—Champion Spark Plug Co., Toledo, O.

BATTERY

Ex—Electric Storage Battery Co., Philadelphia.
Pre—Prest-O-Lite Co., Indianapolis, Ind.
USL—U. S. L. Battery Corp., Niagara Falls, N. Y.
West—Westinghouse.
Wil—Willard Storage Battery Co., Cleveland, O.

HEAT INDICATOR

AC—AC Spark Plug Co., Flint, Mich.
MotoM—Moto Meter Co., Inc., Long Island City, N. Y., and La Crosse, Wis.
SafeT—Safe-T-Stat Co., Brooklyn, N. Y.

CIGAR LIGHTER

Cas—Connecticut Automotive Specialty Co., Bridgeport, Conn.
Cun—Cuno Engineering Corp., Meriden, Conn.
GR—Grand Rapids Metalcraft Corp., Grand Rapids, Mich.
Met—Metal Specialties Mfg. Co., Chicago.

SMOKING AND VANITY SETS

AWS—Art Metal Works, Newark, N. J.
Cas—Connecticut Automotive Specialty Co., Bridgeport, Conn.
Cun—Cuno Engineering Corp., Meriden, Conn.
El or Elg—Elgin Clock Co., Elgin, Ill.
Fis—Fisher Body Corp., Detroit.
GR—Grand Rapids Metalcraft Corp., Grand Rapids, Mich.

BODY FINISH

Arco—John L. Armitage & Co., Newark, N. J.
Ditz—Ditzler Color Co., Detroit, Mich.
Duco—E. I. du Pont de Nemours & Co., Philadelphia.
Egypt—Egyptian Lacquer Co.
Gli—Glidden Co., Cleveland, O.
Mou—Mountain Varnish & Color Works, Toledo, O.
Mur—Murphy Varnish Co., Newark, N. J.
Shw—Sherwin-Williams Co., Cleveland, O.
Val—Valentine & Co., New York city
VEP—V. E. P. Co., St. Louis, Mo.
r—Also Ditz.
s—Also other makes.
Var's—Various.
x—Also Pittsburgh Plate Glass Co., Milwaukee, Wis.
y—Also Wilhelm Co., Reading, Pa.

STOP AND PARKING LIGHTS

Aga—Federal Pressed Steel Co., Chicago.
Bro—Brown & Green Ignition Sales Co., New York city.
Cor—Corcoran Co., Cincinnati, O.
D-R—Delco-Remy Corp., Anderson, Ind.
Gui—Guide Motor Lamp Mfg. Co., Cleveland, O.
Hal—Hall Lamp Co., Cincinnati, O.
Ind—Indiana Lamp Corp., Connersville, Ind.
Rea—Appleton Electric Co., Chicago.
Sto—Stover Signal Engineering Co., Racine, Wis.
Vict—Cincinnati-Victor Co.

WINDSHIELD WINGS

Ben—Benzer Corp., Brooklyn, N. Y.
JH—Tonneau Shield Co., Inc., New York city.
John—Johnston Mfg. Co., Chicago.
Kok—Fulton Co., Milwaukee, Wis.
Per—Perfection Heater & Mfg. Co., Cleveland, O.

WIRE WHEELS

Day—Dayton Steel.
K-H—Kelsey-Hayes.
*Buffalo—Wire Wheel Corporation of America, Buffalo, N. Y.
These wheels are standard equipment only on two Rolls-Royce models; others are optional in some cases at extra cost.

HEATER

Gla—Gladiator Mfg. Co.
Hil—Hill Products Corp., Chicago.
Kel—Kelch; made by Roberts Brass Mfg. Co., Detroit, Mich.
Per—Eaton Axle & Spring Co., Cleveland, O.
Rov—Rovey Auto Heater Co., Chicago.
* Special equipment.

BUMPERS

Al—Alloy Steel Spring & Axle Co., Jackson, Mich.
Bad—Badger Mfg. Corp., Milwaukee.
Bale—Cincinnati Ball Crank Co., Cincinnati, O.
Ball—Automobile Equipment Mfg. Co., Chicago.
Bif—Biflex Corp., Waukegan, Wis.
Buck—See Cen.
Cen—Central Brass & Fixture Co., Springfield, O.
CG—CG Spring & Bumper Co., Detroit.
Eat—Eaton Axle & Spring Co., Cleveland.
Fed—Federal Pressed Steel Co., Chicago.
Ste—Sterling Spring Co., Cleveland, O.
USE—U. S. E. Corp., Long Island City.

SHOCK ABSORBERS

Bosch—American Bosch Magneto Corp., Springfield, Mass.
Gb or Gab—Gabriel Snubber Mfg. Co., Cleveland, O.
Har—Edward V. Hartford, Inc., Jersey City, N. J.
Has—Robert H. Hassler, Inc., Indianapolis, Ind.
Hx or Hex—Detroit Steel Products Co., Detroit, Mich.
H or Hou—Houde Engineering Corp., Buffalo, N. Y.
Lov—Delco-Remy Corp., Anderson, Ind.
Mon—Monroe.
Wah—Wahl Co., Chicago.
Wat—John Warren Watson Co., Philadelphia.
Wee—American Chain Co., Bridgeport, Ct.
a—Front only.
b—Rear only.
c—Front and rear.
**Front, Lov. rear.

"Fuel gauge Heat indicator"

These columns Tell the story

22 leading cars are factory equipped *with* "Panels *by* Moto Meter," Moto Meters *-or BOTH* "Panel *by* Moto Meter" *includes* ammeter, oil gauge, gas gauge *and* motor heat indicator

The MOTO METER COMPANY Inc
LONG ISLAND CITY, N.Y.
makers of
BOYCE MOTO METER
for
RADIATOR-DASH-STEERING COLUMN

New York Metal Plants Continue At Top Production

Albany, N. Y., June 5.—Production of iron and steel products in this territory continues to show gains with plants experiencing considerably better business than at this time a year ago. With new hands being constantly added manufacturers are all set for one of the most promising years in their existence.

One of the busiest sections is at Rome, N. Y., where plants producing for the automobile industry have been spurred to greatly increased output by receipt of many new orders. Among the busiest firms are the Rome Manufacturing Company and the Rome Wire Company, while the Hinman Steel Company recently moved from Ohio is also running full blast.

Other plants being taxed to capacity are the Ludlum Steel Company, Watervliet; Magnus Brass Company, Albany; Burden Iron Company, Troy; Adirondack Steel Company, North Albany, and numerous others. The majority of plants in the district have taken on additional hands during the spring months to meet the increasing flow of new business and the outlook from all angles is indeed bright at this time.

Yale Electric Co. In New Factory

Jersey City, N. J., June 5.—The Yale Realty Company has procured through the mortgage department of J. I. Kislak, Inc., a first mortgage loan of $400,000 on the new plant of the Yale Electric Company, autobile accessory manufacturer, covering the square block on Wayne Street, Academy Avenue, Mill Road and Cornelison Avenue, this city.

The Yale Electric Company, a Delaware corporation, was forced by growth of business to seek a larger site than its present factory location in Brooklyn, N. Y. The new six-story building, which was constructed this year, has a spur railroad track connecting with the main line of the Pennsylvania Railroad.

The factory building is of reinforced concrete, monolithic construction, strictly fireproof, and embraces a total floor area of about 400,000 square feet. It is equipped with the most advanced factory lighting system and high-speed passenger and freight elevators. The cost of construction is said to be about $1,000,000.

The executive officers of the Yale Electric Company are C. Bertram Plante, president; L. H. Keller, vice-president, and C. T. Hutchinson, secretary.

GRANT STORAGE BATTERY TO ESTABLISH FACTORY BRANCH IN FARGO, N. D.

Fargo, N. D., June 5.—The Grant Storage Battery Company of Minneapolis and Omaha is to establish a factory branch here. The first carload of merchandise will arrive here about June 11, and shipments out of the local plant will start soon thereafter.

E. L. Maynard, who has represented the firm in this state for several years, will be the local manager. The Grant company manufactures automobile, radio and farm lighting batteries and, besides factories at Minneapolis and Omaha, operate branches at St. Louis, Milwaukee, and Davenport, Ia.

DUNELLEN ELECTRIC SUPPLY INCORPORATES FOR $50,000

Dunellen, N. J., June 5.—The Dunellen Auto Electric Supply Company at 107 Washington Ave. has filed articles of incorporation with an authorized capitalization of $50,000. Plans for expansion are under way, according to Henry M. Dreir and Meyer Canter, joint owners. The company has carried on a general automobile accessory business and has specialized in the electrical part of automobiles.

HOUSTON RETAILER ADDS JOBBING DEPARTMENT

Houston, Texas, June 5 (U. T. P. S.).—The Auto Parts Company, of which H. G. J. Frank is proprietor, announces the addition of a jobbing department to its big retail establishment. The new department will carry a complete line of parts, accessories and equipment for garage men, service men and fleet owners. The company has been in the parts business for twenty years.

NEW ORLEANS FIRM MARKETING "MOTORCOOL"

New Orleans, June 5.—"Motor-Cool," a solution which its makers claim corrects overheated and rust-clogged radiators, is being marketed by the Southern Products Corporation, 111 North Front St., New Orleans, La.

CHARTER OAK MACHINE OPENS NEW SALESROOM

Hartford, Conn., June 5.—The Charter Oak Machine Company has opened a salesroom to supply the trade with split skirt aluminum pistons, wrist pins, rings and the like. This is in conjunction with the firm's regular business of grinding cylinders. The company is the distributor of the Silvolite aluminum split skirt piston and the Herbert piston ring.

AUTOMOTIVE STANDARDS NEGOTIATING FOR FACTORY BUILDINGS IN NEWARK

Newark, N. J., June 5.—Arrangements have been practically completed by Automotive Standards, Inc., for the acquisition of a new factory in Newark, including four acres of waterfront property, improved with new and modern buildings.

This property is situated at the old Buffalo Car and Foundry plant, Lister Avenue and Passaic River, and lies between the plant of the General Lead Battery Company and the Hanson Van Winkle plant. The aggregate floor space of the building is 100,000 square feet.

Automotive Standards has grown rapidly in the past few years, and has been seeking a larger factory space for some time. Final papers in the property deal are expected to be passed soon. The amount of the transaction has not been disclosed.

NEW TIRE AND ACCESSORY FIRM IN PATERSON, N. J.

Paterson, N. J., June 5.—Jess Tire Store, dealing in all makes of tires and with a complete line of accessories, has opened for business at 6 Washington St., this city. Anthony Torricone is general manager.

AMERICAN MAGNESIUM TO REMOVE TO CLEVELAND

Buffalo, June 5.—The Niagara Falls plant of the American Magnesium Company, a subsidiary of the Aluminum Company of America, will be moved to Cleveland about July 1, according to an announcement of Raymond L. Haskell. The removal is being made in the interest of centralized production of aluminum products.

MORRISON, NEWARK MANAGER OF AUTOMOTIVE STANDARDS

Newark, N. J., June 5.—The Automotive Standards, Inc., of Newark, announces the appointment of John Morrison as manager in this city.

1928 XUM

MAJOR SPECIFICATIONS AND MECHANICAL DETAILS OF

Make and Model	Capacity—tons	Chassis price	Engine	No. of Cyls.	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ign. System	Gearset	Location	No. Spds. for.	Rear Axle	Final Drive	Reduction in Low	Brakes foot	Brakes hand	Wheel Base	Chassis Weight	Tire Sizes Front	Tire Sizes Rear
Acme 14	1	950	Con H 8	4	3⅜x4¼	18.3	Pb	Til	Vac	Aut	M M	U	3	Sal 1595 E	St	18.73	Tr	R	120	2000	30x5	30x5
Acme 16	1	1015	Con 20 L	6	2¾x4¾	18.2	Pb	Til	Vac	Aut	M M	U	3	Sal 1595 E	St	18.73	Tr	R	120	2100	30x5	30x5
Acme 24	1½	1450	Con S 4	4	4¼x4½	28.9	Pw	Str	Vac	Aut	Br-L 31	U	3	Col 54010	St	28.8	R	R	136	3450	30x5	30x5
Acme 36	1½	2100	Con 8 R	6	3⅜x4½	27.3	Pb	Zen	Vac	Aut	Br-L 31	U	3	Tim 5620	St	30.8	R	R	136	3600	32x6	32x6
Acme 44	2	....	Con S 4	4	4¼x4½	28.9	Pw	Str	Vac	Aut	Br-L 35	U	4	Tim 63702	Wo	33.4	R	R	150	4000	32x6	32x6
Acme 46	2	....	Con 15 C	6	3⅜x4⅝	27.3	Pb	Str	Vac	Aut	Br-L 35	U	4	Tim 63702	Wo	39.2	R	R	150	4000	32x6	32x6
Acme 54	2½	2700	Con S 4	4	4¼x4½	28.9	Pw	Str	Vac	Eis	Br-L 35	U	4	Tim 65600	Wo	49.5	R	R	156	5100	S 34x5	S 34x10
Acme 56	2½	3230	Con 6 B	6	3¾ x5	33.7	Pb	Str	Vac	Eis	Br-L 51	U	4	Tim 65600	Wo	41.5	R	R	165½	5100	S 34x5	S 34x10
Acme 74	3½	3800	Con L 4	4	4½x5½	32.4	Pw	Str	Vac	Eis	Br-L 60-4	C	4	Tim 65704	Wo	45.5	R	R	173	6250	S 36x5	S 36x10
Acme 76	3½	4640	Con 8 T	6	4⅛x5¼	40.8	Pw	Str	Vac	Eis	Br-L 60-4	C	4	Tim 65704	Wo	41.5	R	R	179⅜	6450	S 36x5	S 36x10
Acme 90 A	4½	....	Con B 7	4	5 x6	40.0	Pw	Str	Vac	Eis	Br-L 60-7	C	7	Tim 66600	Wo	83.5	R	R	179⅝	7900	S 36x5	S 40x12
Acme 104	5-6¼	5230	Con B 7	4	5 x6	40.0	Pw	Str	Vac	Eis	Br-L 60-7	C	7	Tim 67600	Wo	95.0	R	R	180	8850	S 36x6	S 40x14
Acme 106	5-6¼	5730	Con 8 T	6	4⅛x5¾	40.8	Pw	Str	Vac	Eis	Br-L 60-7	C	7	Tim 67600	Wo	95.0	R	R	180	8850	S 36x6	S 40x14
Acme 340	2	....	Con S 4	4	4¼x4½	28.9	Pw	Str	Vac	Aut	Br-L 31	U	3	Tim 5620	St	29.6	4	R	156	4100	32x6	32x6
Acme 15 H	7	....	Con 15 H	6	4½x5¾	48.6	Pw	Str	Vac	Eis	Br-L 60-7	C	7	Wis 1261 K	Dr	60.0	Tr	R	220	8000	36x8	36x8
Acme 150	7½	....	Con B 7	4	5 x6	40.0	Pw	Str	Vac	Eis	Br-L 20-7	C	7	Tim 68700 D P	Wo	95.0	Tr	R	180	9650	S 36x7	S 40x16
Acme 151	7½	....	Con 15 H	6	4½x5¾	48.6	Pw	Str	Vac	Eis	Br-L 60-7	C	7	Tim 68700 D P	Wo	95.0	Tr	R	181⅝	10000	S 36x7	S 40x14
Am. La France Chief	1½-2	2850	Own 9 R	6	3¾ x5	33.7	F P	Zen	Vac	Rem	Own	C	4	Own	Wo	31.2	4	R	156	5600	32x6	32x6 D
**Am. La France W	2½-3	3950	Own 2 R	4	4¼ x6	28.9	P&S	Zen	Vac	A B	Own	C	4	Own	D R	47.4	D	R	160	7200	S 36x5	S 36x5 D
Am. La France Y	3½	4950	Own 3 R	4	4¼ x6	28.9	P&S	Zen	Vac	A B	Own	C	4	Own	Wo	56.0	D	R	165	8800	S 36x6	S 36x6 D
Am. La France S	4-4½	5200	Own 5 R	4	4⅜ x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	..	54.4	D	R	165	8900	S 36x6	S 36x6 D
Am. La France V	5	5500	Own 5 R	4	4⅜ x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	..	54.4	D	R	165	9800	S 36x6	S 40x6 D
Am. La France Z	6½	5750	Own 5 R	4	4⅜ x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	..	63.5	D	R	165	10000	S 36x7	S 40x7 D
Am. La France U	7½	6000	Own 5 R	4	4⅜ x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	..	63.5	D	R	165	10500	S 36x7	S 40x8 D
Am. La France 14 R	5	6000	Own 14 R	4	4⅜ x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	D R	34.3	D	R	226	9100	40x8	40x8 D
Am. La France 16 R	5	6350	Own 16 R	6	4½x6	105	P&S	Zen	Vac	A B	Own	C	4	Own	D R	32.8	4	R	226	10400	40x8	40x8 D
Autocar A	1½	2800	Own A	4	4 x5½	25.6	C S	Str	Vac	L-N	Br-L	U	4	Tim 5623 Px	Sp	34.4	4	4	142	3900	32x6	32x6
Autocar A	2	3000	Own A	4	4 x5½	25.6	C S	Str	Vac	L-N	Br-L	U	4	Tim 63100	Wo	33.6	4	4	142	4050	S 34x4	S 34x7
Autocar H	2½	3750	Own Y	4	4¼x5½	28.9	C S	Str	Gra	A B	Own Y	C	4	Own H	D R	46.3	R	R	114	5200	S 36x5	S 36x8
Autocar T	2½	4900	Own T	6	4¼x4¾	43.5	Pb	Str	Vac	A B	Own T	U	4	Own H	D R	65.5	R	D	177	6800	34x7	34x7
Autocar H	3	4100	Own Y	4	4¼x5½	28.9	C S	Str	Gra	A B	Own J	C	4	Own M	D R	63.6	R	R	114	6000	S 34x5	S 36x10
Autocar H	3½	4100	Own Y	4	4¼x5½	28.9	C S	Str	Gra	A B	Own J	C	4	Own M	D R	63.6	R	R	114	6000	S 34x5	S 36x10
Autocar H	3	4350	Own W	6	4 x4¾	38.4	Pb	Str	Vac-Gra	A B	Own T	U	4	Own J	D R	63.6	R	R	114	6200	S 34x5	S 36x10
Autocar M	5	4650	Own M	4	4½x5½	32.4	C S	Str	Gra	A B	Own B	C	4	Own M	D R	72.1	R	R	120	7200	S 34x6	S 36x12
Autocar M	5	4950	Own T	6	4¼x4¾	43.5	Pb	Str	Vac	A B	Own	C	4	Own M	D R	72.1	R	R	155	4950	S 34x6	S 36x12
Brockway Junior	1	1195	Wis C	4	3¾ x5	21.7	Pb	Zen	Vac	Aut	Br-L 30	U	3	Col 35001	Sp	20.94	R	D	130	2030	30x5	30x5
Brockway E	1½	1665	Wis S U	4	4 x5	25.6	Pb	Zen	Vac	L-N	Br-L 30	U	3	Col 54002	Sp	21.7	R	D	139½	3460	32x6	32x6
Brockway E Y W	2	....	Wis Y	6	3⅜x5	27.3	Pb	Zen	Vac	L-N	Br-L 35	U	4	Wis 4600	D P	32.1	R	D	150	5090	32x6	D 32x6
Brockway K*	3	3300	Con K	4	4⅛x5¼	27.2	Pw	Zen	Vac	Eis	Br-L 35	C	4	Tim 65600 D	Wo	41.4	R	R	153	5855	S 36x5	S 36x10
Brockway R*	4	4200	Con L	4	4½x5½	32.4	Pw	Zen	Vac	Eis	Br-L 55	C	4	Tim 66600	Wo	46.8	R	R	164	7800	S 36x5	S 36x12
Brockway T*	5	5200	Con B 7	4	5 x6	40.0	Pw	Zen	Vac	Eis	Br-L 60	C	4	Tim 68700	Wo	53.5	R	D	174	10065	S 36x6	S 40x14
Brockway B T	7	5450	Bud B B U	4	5 x6½	40.0	Pw	Zen	Vac	Eis	Br-L 70	C	7	Tim 68700 S	Wo	95.0	R	D	150	11060	S 36x6	S 40x8 D
Brockway K W	3	4800	Wis H	6	4 x5	38.7	Pb	Zen	Vac	L-N	Br-L 51	U	4	Wis 6731	D R	33.7	R	D	170	6890	34x7	D 34x7
Brockway S Y	2	3000	Wis Y	6	3⅜x5	27.3	Pb	Zen	Vac	L-N	Br-L 35	U	4	Wis 4600	D R	35.3	R	D	153	4870	32x6	34x7
Brockway J F	1	1195	Wis F	6	3¼x4¼	25.3	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 36001	Sp	21.3	R	D	137	3450	30x5	30x5
Brockway E N	1½	2000	Wis N	6	3½x4¼	29.4	Pb	Zen	Vac	Aut	Br-L 30	U	3	Col 55001	Sp	20.9	R	D	155	3840	32x6	32x6
Chevrolet	½	395	Own	4	3⅛x4	21.7	C S	Car	Vac	Rem	Own	U	3	Own	Sp	14.21	4	R	107	1695	30x4.50	30x4.50
Chevrolet	1	495	Own	4	3⅛x4	21.7	C S	Car	Vac	Rem	Own	U	3	Own	Sp	18.03	4	R	124	2060	30x5	30x5
Commerce 8 A	1	1395	Con 11 U	6	3¼x4⅝	25.3	P C	Zen	Vac	Rem	Cov JUC	U	3	Cla B 365	B	20.5	R	R	130	2900	30x5	30x5
Commerce S 11	1½	1835	Con S 4	4	4¼x4½	28.9	F P	Zen	Vac	A B	Ful SU12	U	3	Cla B 501	S	25.1	R	R	142	3700	34x5	36x6
Commerce 61 L	2½	....	Buda Pw 6	6	3¾ x5	33.7	F P	Zen	Vac	Eis	Br-L 51	U	4	Tim 65600 D	W	41.5	R	R	156	6125	S 36x4	S 36x10
Day Elder M	1	1345	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	Del	Ful DU-10	U	3	Col 35000	B	23.89	R	R	131	3100	30x5	30x5
Day Elder G-6	1½	2050	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	Del	Ful DU-10	U	3	Tim 5620	B	29.30	R	R	144	3900	30x5	32x6
Day Elder H	2	2500	Buda WTU	4	3⅜x5⅛	22.5	Pb	Zen	Vac	Del	Ful SU-10	U	3	Tim 63702 D	Wo	30.64	R	R	144	4400	S 34x4	S 34x7
Day Elder HB-6	2	2500	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	Del	Ful SU-10	U	3	Tim 5620	B	27.32	R	R	144	4400	32x6	34x7
Day Elder I	2½	3300	Buda K B U	4	4 x5¼	25.6	Pb	Zen	Vac	Del	Ful GU-12	U	4	Tim 65600 D	Wo	44.40	R	R	150	5700	S 36x4	S 36x8
Day Elder J-6	3	3900	Buda D W 6	6	3¾ x5	33.7	Pb	Zen	Vac	Del	Ful GU-12	U	4	Tim 65600 D	Wo	37.20	R	R	156	6500	36x6	36x6 D
Day Elder K	4	4475	Bud Y B U	4	4½x6	32.4	Pb	Zen	Vac	Eis	Ful R	C	4	Tim 66600 D	Wo	49.60	R	R	162	8500	S 36x5	S 36x12
Day Elder L	5-6	5050	Bud B B U	4	5 x6½	40.0	Pb	Zen	Vac	Eis	Ful H	C	4	Tim 67700 D	Wo	64.60	R	R	162	10000	S 36x6	S 40x7 D
Diamond T 150	1	1095	Con 18 E	6	3⅜x4	27.3	Pb	Zen	Gra	Aut	Cov	U	3	Col	Sp	18.6	R	R	127½	....	30x5	30x5
Diamond T 77	1¼	....	Her W X A	6	3⅜x4½	27.3	Pb	Zen	Gra	Aut	Cov	U	3	Col	Sp	18.6	R	R	138½	....	30x5	30x5
Diamond T 302	2	1650	Her W X B	6	3¾ x4½	33.7	Pb	Zen	Gra	Aut	Cov	U	4	Cla	Sp	33.1	R	R	157¾	....	32x6	32x6 D
Diamond T U 56	2½	....	Her Y X B	6	4 x4¾	38.4	Pb	Zen	Gra	Aut	Cov	C	4	Tim	Wo	44.2	R	R	162	....	36x5 S	36x8 S
Diamond T K 36	3½	....	Her Y X C	6	4⅜x4¾	45.9	Pb	Zen	Gra	Aut	Cov	C	4	Tim	Wo	52.2	R	R	171½	....	36x5 S	36x10 S
kDiamond T 800	4	....	Her Y X C	6	4⅜x4¾	45.9	Pb	Zen	Gra	Aut	Br-L	C	7	Own	Wo	59.4	R	R	185	....	36x8	36x8
Diamond T S 7	7½	....	Buda B T U	4	5 x6½	40	Pb	Str	Gra	Aut	Br-L	C	7	Tim	Wo	110	R	R	178½	....	36x7 S	40x14 S
Durant Com. Chassis	½	495	Con	4	3⅜x4⅛	36.0	Pb	Til	Vac	Aut	Own	A	3	Own	Sp	16.16	4	R	107	1670	28x4.75	28x4.75
Erskine 51-B	½	650	Con 9 F	6	2¾x4½	18.15	P C	Sch	Vac	Rem	Tim	U	3	W G	S B	15.7	4	Js	107	2000	30x5 B	30x5 B
Fisher Jr. Express	1	....	Con 31 L	6	2⅞x4¾	19.8	Pw	Ste	Vac	Aut	M M L	U	3	Sal F	Sp	16.5	D	R	140	2500	30x5	30x5
Fisher Fast Freight	1½	....	Con S 4	4	4¼x4½	28.9	Pw	Str	Vac	R B	Ful SU-12	U	3	Cal 5400	St	23.4	R	R	146	3500	30x5 S	32x6 S
Fisher Mer. Express	2	....	Con S 4	4	4¼x4½	28.9	Pw	Str	Vac	R B	Ful SU-12	U	3	Tim 64600	Sp	30.0	R	R	146	4100	S 36x5	S 36x7
Fisher Mer. Express	2	....	Con S 4	4	4½x4½	28.9	Pw	Str	Vac	R B	Ful SU-12	U	3	Tim 5620	St	29.0	R	R	146	3900	32x6	34x7
Fisher Heavy Duty	2½	....	Con 6 B	6	3⅜ x5	33.7	Pw	Str	Vac	Rem	Ful GU-14	U	4	Eat 2254	St	26.95	R	R	155	4800	32x6	32x6 D
Fisher Heavy Duty	2½	....	Con 6 B	6	3⅜ x5	33.7	Pw	Str	Vac	Rem	Ful GU-14	U	4	Tim 65600	Sp	40.8	A	R	155	4800	S 36x5	S 36x8
Ford A	1½	460	Own	4	3⅞x4¼	24.0	P&S	Zen	Gra	Own	Own	U	3	Own	Wo	5.00	4	4	131½	....	30x5	32x6
Garford 20	1	1485	Bud W T U	4	3⅜x5⅛	22.5	Pb	Zen	Vac	Aut	Mun	U	3	Col	St	20.4	R	R	136	3300	30x5	30x5
Garford 26-6	1	1585	Buda H S-6	6	3⅜x4½	27.3	Pb	Zen	Vac	Aut	Mun	U	3	Col	St	20.4	R	R	136	3350	30x5	30x5
Garford 30	1½	2690	Bud K T U	4	4 x5¼	25.6	Pb	Zen	Gra	Aut	Br-L 35	U	4	Tim 64600 D	Wo	34.7	R	R	144	4700	32x6	34x7
Garford 30-6	1½	2890	Wisc Y	6	3⅜x5	27.3	Pb	Zen	Gra	Aut	Br-L 35	U	4	Tim 64600 D	Wo	34.7	R	R	144	4800	32x6	34x7
Garford 50	2½	3750	Bud E B U	4	4¼x5½	28.9	Pb	Zen	Gra	Spf	Br-L 55	C	7	Tim 65600 D	Wo	80.7	R	R	156	5950	S 36x4	S 36x8
Garford 50-6	2½	4150	Buda B U S	6	4 x5⅛	38.4	Pb	Zen	Gra	Spf	Br-L 55	C	7	Tim 65600 D	Wo	80.7	R	R	156	6150	S 36x4	S 36x8
Garford 80	4	4950	Bud B T U	4	5 x6½	40.0	Pb	Zen	Gra	Spf	Br-L 60	C	7	Tim 66600 D	Wo	83.1	R	R	162	8700	S 36x5	S 36x12
Garford 100	5	5400	Bud B T U	4	5 x6½	40.0	Pb	Zen	Gra	Spf	Br-L 60	C	7	Tim 67700 D	Wo	97.3	R	R	162	9450	S 36x6	S 40x14
Garford 150 W	5½	....	Bud B T U	4	5 x6½	40.0	Pb	Zen	Gra	Spf	Br-L 60	C	7	Tim 68600 D	Wo	97.3	R	R	162	10100	S 36x6	S 40x14
Graham Bros. SD	½	....	Dodge	4	3⅞x4½	24.03	C S	Stw	Vac	N E	Own	U	3	Own	Sp	17.88	R	D	108	2035	29x5.00B	29x5.00B
Graham Bros. DD	¾	670	Dodge	4	3⅞x4½	24.03	C S	Stw	Vac	N E	Own	U	3	Own	Sp	17.22	R	R	116	2170	31x5.25B	31x5.25B
Grahma Bros. DDX	¾	685	Dodge	4	3⅞x4½	24.03	C S	Stw	Vac	N E	Own	U	3	Own	Sp	17.22	R	R	116	2210	33x4½	33x4½
Graham Bros. BD	1	895	Dodge	4	3⅞x4½	24.03	C S	Stw	Vac	N E	Own	U	3	Own	Sp	21.08	R	R	126	2530	30x5	30x5
Graham Bros. ID	1	980	Dodge	4	3⅞x4½	24.03	C S	Stw	Vac	N E	Own	U	3	Own	Sp	21.08	R	R	137	2860	30x5	30x5
Graham Bros. IDX	1	1020	Dodge	4	3⅞x4½	24.03	C S	Stw	Vac	N E	Own	U	3	Own	Sp	23.42	R	R	137	2875	33x5	33x5
Graham Bros. MD	1½	1295	Dodge	4	3⅞x4½	24.03	C S	Stw	Vac	N E	Own	U	4	Own	Sp	33.15	4	D	137	3460	32x6	32x6
Graham Bros. MDX	1½	1245	Dodge	4	3⅞x4½	24.03	C S	Stw	Vac	N E	Own	U	4	Own	Sp	36.83	4	D	137	3455	34x5	36x6
Graham Bros. LD.	1½	1365	Dodge	4	3⅞x4½	24.03	C S	Stw	Vac	N E	Own	U	4	Own	Sp	33.15	4	D	162	3590	32x6	32x6
Graham Bros. LDX	1½	1350	Dodge	4	3⅞x4½	24.03	C S	Stw	Vac	N E	Own	U	4	Own	Sp	36.83	4	D	162	3585	34x5	36x6
Graham Bros. OD	2	1595	Dodge	6	3⅝x4½	27.34	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	36.83	4	D	137	3775	32x6	34x7
Graham Bros. TD	2	1665	Dodge	6	3⅝x4½	27.34	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	36.83	4	D	162	3940	32x6	34x7
Graham Bros. ED	2	1645	Dodge	6	3⅝x4½	27.34	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	41.43	4	D	114	3725	32x6	34x7
Graham Bros. JD	2	1870	Dodge	6	3⅝x4½	27.34	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	36.83	4	D	162	3825	32x6	34x7
Graham Bros. YD	2	1820	Dodge	6	3⅝x4½	27.34	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	41.43	4	D	162	4075	32x6	34x7
Graham Bros. YDX	2	1995	Dodge	6	3⅝x4½	27.34	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	41.43	4	D	162	4370	32x6	32x6 D
Gramm 263-N	1-1¼	1485	Lyc S	6	3¼x4½	25.3	Pb	Zen	Gra	Aut	Cor	U	3	Eat 1002	Sp	21.3	D	R	133	3585	30x5	30x5
Gramm 363-N	1½	1485	Lyc S	6	3¼x4½	25.3	Pb	Zen	Gra	Aut	Cor	U	3	Eat 1002	Sp	21.3	D	R	133	3585	30x5	32x6
Gramm 463-N	2	1955	Lyc S	6	3¼x4½	25.3	Pb	Zen	Gra	Aut	Cor	U	3	Eat 1504	Sp	25.3	D	R	133	3840	32x6	34x7
Gramm 564-N	2½	2895	Lyc T S	6	3⅞x5	36.2	Pb	Zen	Gra	Aut	Ful GU	U	3	Wis 6617	D R	25.4	D	R	150	4800	32x6	32x6 D
Gramm 35	3	4160	Her L	4	4½x5¾	32.4	Pb	Zen	Vac	Aut	Ful H	C	8	Wis 8800	D R	115.5	D	R	153	7100	S 36x5	S 36x10
Gramm 35	3	4440	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful H	C	8	Wis 8800	D R	115.5	D	R	153	7100	S 36x5	S 36x10
Gramm 33—Low Bed	3	4160	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful GU	U	4	Wis 67310	D R	33.1	D	R	153	7100	S 36x5	S 36x10
Gramm 45	4	4735	Her L	4	4½x5¾	32.4	Pb	Zen	Vac	Aut	Ful H	C	8	Wis 1450	D R	128.0	D	R	153	7600	S 36x5	S 36x12
Gramm 45	4	5020	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful H	C	8	Wis 1450	D R	128.0	D	R	153	7600	S 36x5	S 36x12
Gramm 48—Low Bed	4	4735	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful GU	U	4	Wis 1250	D R	34.2	D	R	153	7600	S 36x5	S 36x12
Gramm 60	5	5370	Her G	4	4¾x5¾	36.1	Pb	Zen	Vac	Aut	Ful H	C	8	Wis 1700	D R	133.4	D	R	153	8700	S 36x6	S 36x14
Gramm 60	5	5650	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful HI	C	8	Wis 1700	D R	133.4	D	R	153	9700	S 36x6	S 36x14
Gramm 60	5½	5370	Her G	4	4¾x5¾	36	Pb	Zen	Vac	Aut	Ful H	C	8	Wis 1700	D R	133.4	D	R	153	8700	S 36x6	S 36x14
Gramm 60	5½	5650	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful H	C	8	Wis 1700	D R	133.4	D	R	153	8700	S 36x6	S 36x14
GMC T 11	½	....	Pontiac	6	3¼x3¾	25.3	Pb	Car	P	Rem	Own	U	3	Own	Sp	13.92	4	R	110	1820	29x4.75B	29x4.75B

1928 COMMERCIAL CARS BUILT IN THE UNITED STATES

Make and Model.	Capacity—tons	Chassis price	Engine	No. of Cylinders	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ignit. System	Gearset	Location	No. Spds. for.	Rear Axle	Final Drive	Reduction in Low	Brakes, foot	Brakes, hand	Wheel Base	Chassis Weight	Tire Sizes Front	Tire Sizes Rear
GMC T 19	1	....	Pontiac	6	3¼x3⅜	25.3	Pb	Car	P	Rem	Own	U	4	Own	Sp	37.33	4	R	126½	2525	30x5P	30x5P
GMC T 20A	1	1095	Buick Std	6	3⅛x4½	23.4	Pb	Mar	Vac	Rem	Mun	U	3	Tim 5260	Sp	22.28	R	R	132	2900	30x5 P	30x5 P
GMC T 20B	1	1135	Buick Std	6	3⅛x4½	23.4	Pb	Mar	Vac	Rem	Mun	U	3	Tim 5260	Sp	22.28	R	R	137¾	2915	30x5 P	30x5 P
GMC T 20C	1	1185	Buick Std	6	3⅛x4½	23.4	Pb	Mar	Vac	Rem	Mun	U	3	Tim 5260	Sp	22.28	R	R	150	2945	30x5 P	30x5 P
GMC T 21	1½	....	Buick Std	6	3⅛x4½	23.4	Pb	Mar	Vac	Rem	Mun	U	3	Tim 5260	Sp	22.28	R	R	132¾	2955	32x6 P	32x6 P
GMC T 21A	1½	....	Buick Std	6	3⅛x4½	23.4	Pb	Mar	Vac	Rem	Mun	U	3	Tim 5260	Sp	22.28	R	R	138½	2790	32x6 P	32x6 P
GMC T 21B	1½	....	Buick Std	6	3⅛x4½	23.4	Pb	Mar	Vac	Rem	Mun	U	3	Tim 5260	Sp	22.28	R	R	150¾	3000	32x6 P	32x6 P
GMC T 40A	2	1950	Buick Mst	6	3⅛x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Own	Sp	23.8	4	R	136	4460	32x6 P	34x7 P
GMC T 40B	2	1950	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Own	Sp	23.8	4	R	150	4500	32x6 P	34x7 P
GMC T 40C	2	1950	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Own	Sp	23.8	4	R	162	4600	32x6 P	34x7 P
GMC T 40D	2	2020	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Own	Sp	23.8	4	R	175	4640	32x6 P	34x7 P
GMC T 40E	2	2030	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Tim 64601	Sp	23.8	4	R	188	4700	32x6 P	34x7 P
GMC T 50T	2	2110	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Tim 64601	Wo	30.0	4	R	123	4845	34x4 S	34x7 S
GMC T 50A	2	2050	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Tim 64601	Wo	30.0	4	R	136	4890	34x4 S	34x7 S
GMC T 50B	2	2050	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Tim 64601	Wo	30.0	4	R	150	4900	34x4 S	34x7 S
GMC T 50C	2	2050	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Tim 64601	Wo	30.0	4	R	162	4995	34x4 S	34x7 S
GMC T 50D	2	2050	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Tim 64601	Wo	30.0	4	R	175	5040	34x4 S	34x7 S
GMC T 50E	2	2120	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Tim 64601	Wo	30.0	4	R	188	5100	34x4 S	34x7 S
GMC K 54T	2	2130	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Tim 64601	Wo	56.8	R	R	133½	6740	36x5 S	36x10 S
GMC K 54A	2½	3690	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	56.8	R	R	151	6800	36x5 S	36x10 S
GMC K 54B	2½	3690	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	56.8	R	R	163	6840	36x5 S	36x10 S
GMC K 54E	2½	3690	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	56.8	R	R	176	6865	36x5 S	36x10 S
GMC K 54C	2½	3690	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	56.8	R	R	191	6900	36x5 S	36x10 S
GMC K 56T	2½	3790	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	66.6	R	R	133½	6940	36x5 S	36x12 S
GMC K 56A	3	3830	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	66.6	R	R	151	7000	36x5 S	36x12 S
GMC K 56B	3	3830	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	66.6	R	R	163	7090	36x5 S	36x12 S
GMC K 56E	3	3830	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	66.6	R	R	176	7065	36x5 S	36x12 S
GMC K 56C	3	3830	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	75.5	R	R	191	7100	36x5 S	36x12 S
GMC K 72T	3	3930	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	75.5	R	R	160	8235	36x5 S	40x12 S
GMC K 72B	3½	4550	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	86.3	R	R	184	8430	36x5 S	40x12 S
GMC K 102A	3½	4550	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	C	7	Tim 66600	Wo	86.3	R	R	160	9245	36x6 S	40x14 S
GMC K 102B	5	4980	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	C	7	Tim 66600	Wo	81.01	R	R	184	9325	36x6 S	40x14 S
GMC K 10T	5	5080	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	C	7	Tim 67600	Wo	91.46	R	R	111¼	7677	36x5 S	36x12 S
GMC K 15T	3½	....	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	C	7	Tim 67600	Sp	24.48	R	R	111¼	8477	36x5 S	36x14 S
Indiana 11	5	....	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	C	7	Tim 67600	Sp	24.48	R	R	129½	3300	30x5	30x5
Indiana 111	1¼	1345	Her Ox	4	4 x5	25.6	Pb	Str	Gra	Aut	Br-L 31	U	3	Cla B 365	Sp	24.48	R	R	133½	3400	30x5	30x5
Indiana 6111	1¼	1465	Con 15 C	6	3⅜x4⅞	27.3	Pb	Str	Gra	Aut	Br-L 31	U	3	Cla B 365	Sp	26.4	R	R	129½	3600	30x5	32x6
Indiana 115	1½	1625	Her Ox	4	4 x5	25.6	Pb	Str	Gra	Aut	Br-L 31	U	3	Cla B 501	Sp	26.4	R	R	133½	3700	30x5	32x6
Indiana 615	1½	1765	Con 15 C	6	3⅜x4⅞	27.3	Pb	Str	Gra	Aut	Br-L 31	U	3	Cla B 501	Wo	34.7	R	R	150	4585	34x4 S	34x7 S
Indiana 126	2	2215	Her Ox	4	4 x5	25.6	Pb	Str	Gra	Aut	Br-L 31	U	3	Cla B 501	Wo	32.10	R	R	154	4840	32x6	34x7
Indiana 115 A	2	2680	Wis Y	6	3⅜x5	27.3	Pb	Str	Gra	Aut	Br-L 35	U	4	Tim 64600	Wo	80.7	R	R	162½	7400	36x5 S	36x10 X
Indiana 200	2½	2650	Her Ox	4	4½x5¾	32.4	Pb	Str	Vac	Eis	Br 55-7	C	4	Tim 64600	Sp	42.8	R	R	136	5190	32x6	34x7 D
Indiana 400	1	....	Wis F	4	4 x5	25.6	Pb	Str	Gra	Eis	Br-L 35	U	7	Tim 65700 D	Sp	19.9	4	D	137½	3100	30x5	30x5
Indiana 127 A	2	....	Wis Y	6	3¼x4¼	25.3	Pb	Zen	Vac	Aut	Br-L 20A	U	4	Cla 720	Wo	30.4	4	D	157	5000	32x6	34x7
Indiana 627 A	3	....	Her K	6	3⅜x5	27.3	Pb	Str	Vac	Aut	Br-L 35	U	3	Col 36000	Sp	41.7	R	R	141	5300	32x6	34x7 D
Indiana 138	3	....	Wis H	4	4¼x5¾	28.9	Pb	Str	Vac	Eis	Br-L 51	U	4	Cla 506B Tim 63702	Sp	41.7	R	R	147	5500	32x6	34x7 D
Indiana 638	4	....	Her L	6	4 x5	25.6	Pb	Str	Vac	Eis	Br-L 51	U	5	Cla 720	Wo	83.1	R	D	162½	7900	36x5	36x12
Indiana 41	4	....	Wis H	4	4½x5¾	32.4	Pb	Str	Vac	Eis	Br-L 51	U	5	Cla 720	Wo	83.1	R	D	168½	8100	36x5	36x12
Indiana 641	5-7	....	Her G	6	4 x5	38.4	Pb	Str	Vac	Eis	Br-L 60	A	7	Tim 66700	Wo	95.0	R	D	172	9600	36x6	40x12
Indiana 127 A	5-7	....	Wis Z	4	4¾x5¾	36.1	Pb	Str	Vac	Eis	Br-L 60	A	7	Tim 66700	Wo	94.0	R	D	184	10000	36x6	40x12
Int. Harvester Sp. Del.	3	....	Her K	6	4½x5	48.6	Pb	Str	Vac	Eis	Br-L 60	A	7	Tim 68700	....	....	....	....	....	....	....	....
Int. Harvester S-24	¾	695	Wak X	4	4¼x5¾	28.9	Pb	Str	Vac	Eis	Br-L 70	A	7	Tim 68700	Sp	15.1	R	R	116	2000	30x5.25	30x5.25 B
Int. Harvester S-26	1¼	1135	Lyc C T	4	3½x4½	19.6	Pb	Zen	Gra	Rem	Mec	U	5	....	Sp	21.3	R	R	130	3025	32x4½	32x4½
Int. Harvester 33	1¼	1285	Lyc 4 S G	4	3¾x5	22.5	Pb	Zen	Gra	Rem	Own	U	3	Eat	Sp	21.3	R	R	130	3090	32x4½	32x4½
Int. Harvester SL-34	1½	2290	Own	6	3¼x4½	25.3	Pb	Zen	Gra	Rem	Own	U	3	Eat	Ig	32.5	R	R	128	4070	36x4	36x6
Int. Harvester SL-36	1½	1525	Lyc C T	4	3¾x5	22.5	C S	Own	Gra	Rem	Own	U	3	Eat	Sp	22.6	R	R	160	3340	30x5	30x5
Int. Harvester SF-34	1½	1675	Lyc 4 S G	6	3¼x4½	25.3	Pb	Zen	Gra	Rem	Own	U	3	Eat	Sp	22.6	R	R	160	3405	30x5	30x5
Int. Harvester SF-36	1½	....	Lyc C T	4	3¾x5	22.5	Pb	Zen	Gra	Rem	Own	U	3	Eat	Sp	22.6	R	R	160	3340	30x5	30x5
Int. Harvester SD-44	1½	....	Lyc 4 S G	6	3¼x4½	25.3	Pb	Zen	Gra	Rem	Own	U	3	Eat	Sp	40.6	R	R	160	3405	30x5	30x5
Int. Harvester SD-46	2	1565	Lyc C T	4	3¾x5	22.5	Pb	Zen	Gra	Rem	Own	U	4	Eat	Sp	40.6	R	R	117	3270	30x5	32x6
Int. Harvester 43	2	1715	Lyc 4 S G	6	3¼x4½	25.3	Pb	Zen	Gra	Rem	Own	U	4	Eat	Ig	53.1	R	D	117	3335	30x5	32x6
Int. Harvester SF-44	2	2645	Own	4	3¾x5	22.5	C S	Own	Gra	Eis	Own	U	4	Own	Sp	40.6	R	R	130	4790	36x4	36x7
Int. Harvester SF-46	2	1775	Lyc C T	4	3¾x5	22.5	Pb	Zen	Gra	Rem	Own	U	4	Eat	Sp	40.5	R	R	140	4000	32x6	34x7
Int. Harvester 54-C††	2	1925	Lyc 4 S G	6	3¼x4½	25.3	Pb	Zen	Gra	Rem	Own	U	4	Eat	Ch	51.8	R	D	140	4000	32x6	34x7
Int. Harvester 54	2½	3200	Own	4	4¼x5	28.9	C S	Zen	Gra	R-B	Own	U	4	Own	D R	53.7	R	D	140	6400	36x5	36x10
Int. Harvester 74-C	2½	....	Own	4	4¼x5	28.9	C S	Zen	Gra	R B	Own	U	4	Eat	Chain	53.7	R	D	140	6350	36x5	36x8
Int. Harvester 74	3½	....	Own	4	4¼x5	28.9	C S	Zen	Gra	R B	Own	U	4	Own	D R	61.6	R	D	154	8715	36x	40x12
Int. Harvester 104-C	3½	....	Own	4	4¼x5	28.9	C S	Zen	Gra	R B	Own	U	4	Eat	Chain	86.0	R	D	160	8175	36x6	40x12
Mack A B	5	....	Own	4	4 x5	25.6	S P	Str	Gra	Spf	Own	U	4	Own	Ch	34 44	D	R	154	8900	36x6	40x14
Mack A B	1½	3000	Own	4	4 x5	25.6	S P	Str	Gra	Spf	Own	U	4	Own	D R	36.8	R	D	146½	5350	36x4	36x3½ D
Mack A B	1½	3450	Own	4	4¼x5	28.9	S P	Str	Gra	Spf	Own	U	4	Own	Ch	34.44	D	R	or	5650	36x4	36x6
Mack A B	2	3300	Own	4	4¼x5	28.9	S P	Str	Gra	Spf	Own	U	4	Own	D R	36.8	R	D	164½	5450	36x4	36x3½ D
Mack A B	2	3750	Own	4	4¼x5	28.9	S P	Str	Gra	Spf	Own	U	4	Own	Ch	43.02	D	R	on all	5800	36x4	36x6
Mack A B	2½	3400	Own	4	4¼x5	28.9	S P	Str	Gra	Spf	Own	U	4	Own	D R	44.9	R	D	these	5500	36x4	36x4 D
Mack A B	2½	3850	Own	4	4¼x5	28.9	S P	Str	Gra	Spf	Own	U	4	Own	Ch	48.37	Js	R	models	5950	36x4	36x8
Mack A C	3½	4950	Own	4	5 x6	40.0	S P	Str	Gra	Spf	Own	U	4	Own	Ch	53.31	Js	R	156,	9100	36x5	40x5, 40x10 S
Mack A C	5	5500	Own	4	5 x6	40.0	S P	Str	Gra	Spf	Own	Js	4	Own	Ch	67.38	Js	R	168 or	9550	36x6	40x6 D
Mack A C	7½	6000	Own	4	5 x6	40.0	S P	Str	Gra	Spf	Own	Js	4	Own	Sp	3.33	4	Tr	180	10050	36x7	40x7 D
Fleet Arrow F A 1	1½–2	2450	Own F A	4	4 x5	25.6	Pb	Str	A P	Rem	Own	U	3	Own	Sp	3.33	4	Tr	140	3950	32x6.00	34x7
Fleet Arrow F A 2	1½–2	2500	Own F A	6	3½x5	29.5	Pb	Str	A P	Rem	Own	U	3	Own	Sp	3.33	4	Tr	160	3975	32x6.00	34x7
Fleet Arrow F A 3	1½–2	2550	Own F A	6	3½x5	29.5	Pb	Str	A P	Rem	Own	U	3	Own	Sp	3.33	4	Tr	180	3985	32x6.00	34x7
Pierce Arrow H B	3½–5	4500	Own H B	4	4 x5½	25.6	Pb	Str	Pre	Rem	Own	C	7	Own	Wo	11.11	R	Tr	156	....	36x5 S	36x5 S D
Pierce Arrow Y-6	3	5850	Own Z	4	4 x5½	38.4	Pb	Own	Pre	Rem	Own	C	4	Own	Wo	5.35	D	R	196	6100	36x6	36x6 D
Pierce Arrow Y 6	3	6000	Own 3	6	4 x5½	38.4	Pb	Own	Pre	Rem	Own	C	4	Own	Wo	5.35	D	R	220	6200	36x6	36x6 D
Pierce-Arrow XA	2	3500	Own X A	4	4 x5½	25.6	Pw	Str	Pre	Del	Own	C	4	Own	Wo	44.2	R	R	150	6280	36x4 S	36x5 S D
Pierce-Arrow X B	3	3750	Own X B	4	4 x5½	25.6	Pw	Str	Pre	Del	Own	C	4	Own	Wo	48 1	R	R	150	6280	36x5 S	36x5 S D
Pierce-Arrow W C	4	5100	Own W C	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	41.5	R	D	162	8490	36x5 S	36x6 S D
Pierce-Arrow R D	5	5400	Own R D	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	40 4	R	D	162	8750	36x6 S	36x7 S D
Pierce-Arrow R F	7½	5600	Own R F	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	51.9	R	D	168	9540	36x6 S	40x8 S D
†Pierce-Arrow X B	3	3750	Own X B	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	50.2	R	R	140	6180	36x5 S	36x5 S
†Pierce-Arrow R D	5	5400	Own R D	4	4 x5½	25.6	Pw	Str	Pre	Del	Own	C	4	Own	Wo	41.5	R	R	132	8650	36x6 S	36x6 S
†Pierce-Arrow R F	7½	5600	Own R F	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	51.9	R	R	132	9340	36x6 S	36x7 S
Pierce-Arrow F A-1	¾–2	2450	Own	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	St	52.7	4	R	140	3855	32x6	34x7 S
Pierce-Arrow F A-2	¾–2	2500	Own	6	3½x5	29.4	Pw	Str	Pre	Del	B-L	U	3	Tim	St	63.7	4	R	160	3905	32x6	34x7 S
Pierce-Arrow F A-3	¾–2	2550	Own	6	3½x5	29.4	Pw	Str	Pre	Del	B-L	U	3	Tim	St	63.7	4	R	180	3955	32x6	34x7 S
Pierce-Arrow F A-1	¾–2	2600	Own	6	3½x5	29.4	Pw	Str	Pre	Del	B-L	U	3	Tim	St	63.7	4	R	140	4055	32x6	34x7 S
Pierce-Arrow F A-2	¾–2	2650	Own	6	3½x5	29.4	Pw	Str	Pre	Del	B-L	U	3	Tim	St	63.7	4	R	160	4105	32x6	32x6 D
Pierce-Arrow F A-3	¾–3	2700	Own	6	3½x5	29.4	Pw	Str	Pre	Del	B-L	U	3	Tim	St	63.7	4	R	180	4155	32x6	32x6 D
Relay 50 A	2½	....	Buda Dw 6	6	3⅜x5	33.7	F P	Zen	Vac	Eis	Own	U	4	Relay	Relay	44.3	R	D	156	7140	32x6	32x6 D
Relay 70 A	3½	....	Buda B U S	6	4 x5⅛	38.4	P C	Zen	Vac	Eis	Own	U	4	Relay	Relay	75.5	R	D	156	8500	P 36x6	S 40x10
Reo Speedwagon Jr.	½	895	Con	6	3⅜x4	27.3	Pb	Sch	Vac	N E	W G	A	7	Sal	Sp	14.63	4	Tr	115	....	P 36x6	S 40x12
Reo Speedwagon Ton'r	1	995	Con	6	3⅜x4	27.3	Pb.	Sch	Vac	N E	W G	U	3	Own	Sp	18.478	4	Tr	123	....	28x5.25B	28x5.25B
Reo General Utility	1½	1345	Own	6	3 3/16x5	24.3	P&S	Sch	Vac	N E	Own	U	3	Own	Sp	22.96	4	R	143	....	30x5	30x5
Reo St'd Speedwagon	1½	1245	Own	6	3 3/16x5	24.3	P&S	Sch	Vac	N E	Own	U	3	Own	Sp	22.96	4	R	133	....	32x6	32x6
Reo Mast. Speedwagon	2	1345	Own	6	3 3/16x5	24.3	P&S	Sch	Vac	N E	Own	U	3	Own	Sp	37.62	4	R	148	....	32x6	32x6
Reo Mast. Speedwagon	2	....	Own	6	3 3/16x5	24.3	P&S	Sch	Vac	N E	Own	U	4	Own	Sp	37.62	4	R	164	....	30x5	30x5 D
Reo H. D. Speedwagon	3	1985	Own	6	3 3/16x5	24.3	P&S	Sch	Vac	N E	W G	U	4	Own	Sp	41.05	4	R	159	....	30x5	30x5 D
Republic 75-6	1¼	....	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vav	Aut	W G	U	4	Own	St	21.3	R	R	128½	3150	32x6	32x6 D
Republic 75	1¼	1485	Lyc CT	4	3¾x5	22.5	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	21.3	R	R	124	3000	30x5	30x5
Republic 76	1½	1640	Lyc CT	4	3¾x5	22.5	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	21.3	R	R	145½	3350	30x5	30x5
Republic 76-6	1½	....	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	21.3	R	R	150½	3500	30x5	32x6
Republic 88	2	....	Lyc C4	4	4 x5 5	25.6	Pb	Zen	Vac	Aut		U	3	Eat	St	26.5	R	R	110	....	30x5	30x5D
Republic 88-6		....	Lyc 4 S G	6	3¼x4½	25.3	Pb	Zen	Vac	Aut		U	3	Eat	St	26.5	R	R	113¾	....	30x5	30x5D
Republic 15	2	2545	ConJ 4	4	3¾x5	22.5	Pw	Zen	Vac	A B	Ful	U	3	Eat	Ig	28.8	D	R	153	4200	S34x4	S34x7

(KEY TO ABBREVIATIONS AND TABLE CONTINUED ON NEXT PAGE)

1928 XUM

AUTOMOTIVE RADIO PROGRAMS

The Hours Given are Eastern Daylight Saving Time.

WEDNESDAY, JUNE 6

8.30-9 P. M.—Mobo Crusaders, WOR, WFBL, WMAK, WNCA, WEAN, WCAO, WCAU, WJAS.

9-10 P. M.—Philco Hour, WJZ, WHAM, KYW, KWK, WBAL. "The Singing Girl," comic opera.

9.30-10.30 P. M.—Goodrich Silvertown Cord Orchestra and Quartet, WEAF, WEEI, WTIC, WJAR, WTAG, WCSH, WLIT, WGY, WGR, WCAE.

THURSDAY, JUNE 7

8-8.30 P. M.—Dodge Brothers Presentation, WEAF, WEEI, WTIC, WJAR, WTAG, WCSH, WFI, WRC, WGY, WGR, WCAE, WTAM, WWJ, WSAI, WEBH, WTMJ, KSD, WRHM, WOC, WHO, WOW, WDAF, KVOO, WFAA, KPRC, WOAI, WHAS, WSM, WMC, WSB, WBT.

The program follows:—

Fanfare, "Just a Little Blue for You," Henley—quartet; accordion specialty; "Hello Montreal," Warren—orchestra (vocal refrain by Mr. Preston); trumpet specialty; "Crazy Rhythm, Vaughn de Leath and orchestra; banjo specialty; "Dream River," quartet; Fanfare, "Tell Me You're Sorry," Burke—orchestra; xylophone specialty; "Rose of Romany," baritone solo and orchestra; trombone specialty; "I Feel at Home With You," Rodgers—orchestra; violin specialty; "Little Log Cabin of Dreams," Erva Giles and orchestra; saxophone specialty; Fanfare, "You're the First Thing I Think Of in the Morning," Stanley—quartet; guitar specialty; "Etiquette Blues," Vaughn de Leath and orchestra; medley: (a) "Present Arms," (b) "You Took Advantage of Me," (c) "Do I Hear You Saying," (d) "Blue Ocean Blues."

10 P. M.—Michelin Hour, WJZ, WBZ, WBZA, WBAL, WHAM, KDKA, WLW, WJR, KYW, KWK, WREN. The program follows:—

"Breezing Along with the Breeze," quartet; "The Best Things in Life Are Free," orchestra; "Dream Kisses" (into "Dream Girl"), quartet; "Waters of Minnetonka," orchestra; "Tell Me You're Sorry" (into "I'm Sorry, Dear"), quartet; "Badinage," Herbert—orchestra; "I Love My Old Fashioned Man," quartet; "Pagliacciuo," orchestra; "Canadian Capers," orchestra; "Breezing Along with the Breeze," quartet.

SUNDAY, JUNE 10

9.15-9.45 P. M.—Atwater Kent Radio Hour, WEAF, WEEI, WRC, WGY, WGR, WCAE, WWJ, WSAI, WGN, KSD, WCCO, WOC.

MONDAY, JUNE 11

9.30-10.00—General Motors Family Party, WEAF, WEEI, WTIC, WJAR, WTAG, WCSH, WLIT, WRC, WGY, WGR, WCAE, WTAM, WWJ, WSAI, WGN, WTMJ, KSD, WCCO, WOC, WHO, WOW, WDAF, KVOO, WFAA, KPRC, WOAI, WHAS, WSM, WMC, WSB, WBT, WTAM.

10.30-11.00 P. M.—Fisk Time-to-Retire Boys, WEAF, WEEI, WTIC, WJAR, WTAG, WCSH, WLIT, WRC, WGY, WGR, WCAE, WWJ, WSAI, WEBH, WTMJ, KSD, WCCO, WOC, WHO, WOW, WDAF, KVOO, WFAA, KPRC, WOAI, WHAS, WSM, WMC, WSB, WBT, WTAM.

CLASSIFIED ADVERTISEMENTS IN THE AUTOMOTIVE DAILY NEWS BRING RESULTS

Major Specifications and Mechanical Details of 1928 Commercial Car Built in the United States

(CONTINUED FROM PRECEDING PAGE)

Make and Model	Capacity—tons	Chassis price	Engine	No. of Cyls.	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ign. System	Gearset	Location	No. Spds. for.	Rear Axle	Final Drive	Reduction in Low	Brakes, foot	Brakes, hand	Wheel Base	Chassis Weight	Tire Sizes Front	Tire Sizes Rear
Republic 15W	2	2545	Wak V	4	4 x5	25.6	Pw	Zen	Vac	A B	Ful	U	3	Eat	Ig	28.8	D	R	153	4200	S34x5	S34x7
Republic 50	2	2295	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	25.5	D	R	154	4100	30x5	30x5D
Republic 85	2	....	Lyc 4 C	4	4 x5	25.6	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	25.5	D	R	155	4050	30x5	30x5D
Republic 60	2½	2850	Lyc TF	6	3⅜x5	31.5	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	22.0	D	R	163	4600	32x6	32x6D
Republic 58	2½	....	Lyc C4	4	4 x5	25.6	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	27.5			122	4300	32x6	32x6D
Republic 58-6	2½	....	Lyc 4 S G	6	3¼x4½	25.3	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	27.5	R	R	122	4300	32x6	32x6D
Republic 25	3	3190	Con K4	4	4⅛x5¼	27.2	Pw	Zen	Vac	Bos	Ful	U	4	Eat	Ig	40.3	D	R	165	5800	S36x5	S36x10
Republic 25W	3	3190	Wak C U	4	4⅛x5¼	30.6	Pb	Zen	Vac	Bos	Ful	U	4	Eat	Ig	40.3	D	R	165	5800	S36x5	S36x10
Republic 65	3	....	Lyc TS	6	3⅞x5	36.2	P&S	Zen	Vac	Aut	Ful	U	4	Eat	D R	36.0	4	D	179	....	34x7	34x7D
Republic S 25W	3½	....	Wak C U	4	4⅛x5¼	30.6	Pb	Zen	Vac	Bos	Ful	U	4	Eat	D R	42.48	D	R	165	6100	S36x5	S36x12
Republic 30	4½	4185	Con L4	4	4½x5½	32.4	Pw	Zen	Vac	Bos	Ful	U	4	Eat	Ig	49.2	D	R	170	6700	S36x5	S36x12
Republic 30 W	4½	4185	Wak CU	4	4⅛x5¼	30.6	Pb	Zen	Vac	Bos	Ful	U	4	Eat	Ig	49.2	D	R	170	6700	S36x5	S 36x12
Republic 35	5	5145	Wak D U	4	4½x6¼	32.4	Pb	Str	Vac	Bos	Ful	C	8	Eat	Ig	95.5	D	R	170	7800	S36x6	S 36x14
Rugby Fast Mail Panel	¾	975	Con	6	2¾x4¾	47.0	Pb	Til	Vac	Aut	Own	U	3	Own	Sp	14.79	4	R	110	2325f	29x5	29x5
Rugby Express	1¼	975	Con	6	2¾x4¾	40.0	Pb	Til	Vac	Aut	Own	A	4	Own	Sp	22.4	4	R	128	2530	30x5	30x5
Ruggles 18	1¼	1388	Lyc C T	4	3¼x5	22.5	Pb	zen	Vac	Rem	Br-L	20B U	3	Col 3400	St	15.7	R	R	134	3000	30x5	30x5
Ruggles 18	1¼	1495	Lyc S G	6	3¼x4½	25.3	Pb	Zen	Vac	Rem	Br-L	20B U	3	Col 3400	St	15.7	R	R	134	3000	30x5	30x5
Ruggles 22	1½	2045	Her Ox	4	4 x5	25.6	Pb	Zen	Gra	Rem	Br-L	31 U	3	Col. 5300	St	24.5	R	R	152	3600	32x6	32x6
Ruggles 30	1½	2047	Lyc 4 S G	6	3¼x4½	25.3	Pb	Str	Vac	Rem	Br-L	31 U	3	Eat 1504	St	29.7	R	R	160	4250	32x6	32x6 D
Ruggles 22 H	2	2345	Her Ox	4	4 x5	25.6	Pb	Zen	Gra	Rem	Br-L	35 U	4	Wis 4600	D R	29 4	R	R	152	3900	32x6	34x7
Ruggles 25	2	2662	Lyc T F	6	3⅜x5	31.5	Pb	Zen	Vac	Rem	Br-L	35 U	4	Wis 4600	D R	29.4	R	R	158	4000	32x6	34x7
Ruggles 42	2½	2565	Her Ox	4	4 x5	25.6	Pb	Zen	Gra	A B	Br-L	35 U	4	Wis 6600 B	D R	37.4	R	R	152	4300	34x4 S	34x8 S
Ruggles 45	3	3195	Her Ox	4	4 x5	25.6	Pb	Zen	Gra	A B	Br-L	35 U	4	Wis 8800 B	D R	42.0	R	R	148	5200	36x5 S	36x10 S
Selden 17	1	1600	Con 18 E	6	3⅜x4	27	Pw	Zen	Vac	Aut	W G	U	3	Col	St	Opt.	4	D	142	2500	30x5	30x5
Selden 27	1¼	1925	Con 15 C	6	3⅜x4⅝	27	Pw	Str	Vac	Aut	Br L	U	3	Cla 365	St	Opt.	R	R	142	4300	30x5	30x5
Selden 37	2	2145	Con 15 C	6	3⅜x4⅝	27	Pw	Str	Vac	Aut	Br L	U	3	Cla 501	St	Opt.	R	R	142	4400	32x6	32x6
Selden 39	2¼	2700	Con 15 C	6	3⅜x4⅝	27	Pw	Str	Vac	Aut	Br L	U	4	Cla 600	St	Opt.	R	R	149	5140	32x6	32x6 D
Selden 47	3-4	3600	Con 6 B	6	3¾x5	33.75	Pw	Str	Vac	Aut	Br L	U	4	Cla 720	St	Opt.	R	R	165	5550	32x6	32x6 D
Selden 67	4	4800	Con 8 T	6	4⅛x5¼	40.84	Pw	Str	Vac	Aut	Br L	A	7	Wis	D R	Opt.	R	R	165	8550	34x7	38x9
Selden 77	5-7	5500	Con 8 T	6	4⅛x5¼	40.84	Pw	Str	Vac	Aut	Br L	A	7	Wis	D R	Opt.	R	R	211	8700	36x8	36x6 S D
Selden 2 X	2	2775	Con C 15	6	3⅜x4⅝	27	Pw	Str	Vac	Aut	Br L	U	4	Wis	D R	Opt.	R	R	120	4400	34x5	34x5 D
Selden 4	4	3795	Con 6 B	6	3¾x5	33.75	Pw	Str	Vac	Aut	Br L	U	4	Wis	D R	Opt.	R	R	130	5760	34x7	34x7 D
Selden 22	21-P.	2750	Con C 15	6	3⅜x4⅝	27	Pw	Str	Vac	N E	Br L	U	4	Cla 501	St	Opt.	R	R	184	4400	32x6	32x6
Selden 42	25-P.	3900	Con 6 B	6	3⅜x5	33.75	Pw	Str	Vac	N E	Br L	U	4	Cla 720	St	Opt.	R	R	210	5890	32x6	32x6 D
Service 25 H	1	2090	Buda WTU	4	3¾x5⅛	22.5	Pb	Zem	Vac	Rem	Br-L	U	3	Tim	St	30 8	R	R	146	3900	32x6 P	32x6 P
Service 61	2½	3480	Buda DW-6	6	3¾x5	33.7	Pw	Zem	Vac	Eis	Br-L	U	4	Tim	Wo	41.5	D	R	156	6126	36x4 S	36x10 S
Service 81	3½	4600	Buda YBUI	4	4½x6	32.4	Pb	Str	Vac	Eis	Br-L	A	7	Tim	Wo	74.0	R	R	173	8080	36x5 S	36x12 S
Service 103	5	5300	Buda YBUL	4	4½x6	32.4	Pb	Str	Vac	Eis	Br-L	A	7	Tim	Wo	97.3	R	R	173	9350	36x6 S	40x14 S
Standard 2½ K	2⅛-3⅛	3200	Con K-4	4	4¼x5¼	27.2	Pb	Str	Vac	Aut	Br-L	35 A	4	Tim 65600	Sp Wo	34.8	R	D	147	5400	36x5 S	36x8 S
Standard 3½ K	3½-5	4350	Con L-4	4	4½x5½	32.4	Pb	Str	Vac	Aut	Br-L	55 A	7	Tim 66700	Sp Wo	83	R	D	160	7485	36x5 S	36x12 S
Standard 5 K	5-7	5250	Con B-5	4	4¾x6	36.1	Pb	Str	Vac	Aut	Br-L	60 A	7	Tim 68700	Sp Wo	83.6	R	D	164	8700	36x6 S	40x14 S
Stewart Buddy	¾	895	Con	6	2⅞x4¾	19.8	Pb	Str	Gra	Rem	W-G	U	3	Sal	St	30.0	R	D	118	2250	30x5.25B	30x5.25B
Stewart Buddy	1	985	Con	6	2⅞x4¾	19.8	Pb	Str	Gra	Rem	W-G	U	3	Sal	St	30.0	R	D	128	2550	30x5	30x5
Stewart 16	1¼	1295	Lyc C T	4	3¾x5	22.5	Pb	Str	Gra	Rem	Ful	U	3	Cla	St	24.0	4	D	130	2700	32x6	32x6
Stewart 16 X	1¼	1295	Lyc	6	3¼x4½	25.3	Pb	Str	Gra	Rem	Ful	U	3	Cla	St	24.0	4	D	130	2800	32x6	32x6
Stewart 24	1½	1645	Lyc C T	4	4 x5	25.6	Pb	Str	Gra	Rem	Ful	U	3	Cla	St	27.3	4	D	145	3550	30x5	30x5D
Stewart 24 X	1½	1645	Lyc S	6	3¼x4½	25.3	Pb	Str	Gra	Rem	Ful	U	3	Cla	St	27.3	4	D	145	3650	30x5	30x5D
Stewart 25	2	1975	Lyc C T	4	4 x5	25.6	Pb	Str	Gra	Rem	Ful	U	3	Tim	St	27.3	4	D	145	3750	32x6	34x7
Stewart 25 X	2	1975	Lyc S	6	3¼x4½	25.3	Pb	Str	Gra	Rem	Ful	U	3	Tim	St	27.3	4	D	145	3850	32x6	34x7
Stewart 18 X	2½	2490	Lyc T	6	3⅜x5	31.5	Pb	Str	Vac	Rem	Ful	U	3	Tim	Wo	29.0	4	D	165	4930	32x6	32x6D
Stewart 19	3	3200	Lyc	6	3⅞x5	36.2	Pb	Str	Gra	Rem	Ful	U	4	Tim	Wo	43.2	4	D	165	5290	36x5 S	36x8 S
Stewart 22	4	4200	Lyc	6	3⅞x5	36.2	Pb	Str	Gra	Rem	Ful	U	4	Tim	Wo	30.75	R	D	165	7000	36x5 S	36x12 S
Studebaker GE-B	¾	925	Own	6	3⅜x4½	27.3	P C	Str	P	Rem	Own	U	3	Own	S B	14.9	4	Js	113	2590	32x6 B	32x6 B
Studebaker "75" Jr.	2½	2410	Own	6	3⅞x5	36.0	P C	Ball	P	Rem	Ful	U	3	Eat	S B	20.8	4	Js	158	4504	32x6.75B	32x6.75B
Studebaker "76" Spec.	3	2775	Own	6	3⅞x5	36.0	P C	Ball	P	Rem	Ful	U	3	Eat	S B	20.8	4	Js	184	4765	32x6.75B	32x6.75B
Studebaker "75" H. D.	3½	3275	Own	6	3⅞x5	36.0	P C	Ball	P	Rem	Ful	U	3	Eat	S B	26.5	4	Js	184	5290	34x7.50B	34x7.50B
Velie 33	¾	1165	Own 56	6	3⅜x4¼	24.5	PW	Strom	Vac	Aut	War-G	U	3	Own	Sp	4.9	4	Tr	112	2352	30x5.25	30x5.25
Velie 40	1½	1595	Own 40	6	3⅜x4⅜	24.4	PW	Strom	Vac	Remy	War-G	U	3	Col	Sp	17.8	4	Tr	148	4198	32x6.75	34x7
Victor 25	1¼	1195	Her O	4	4 x5	25.6	Pb	Zen	Vac	..	Cov JUC	U	3	Col 54000	Sp	20.4	R	R	131	3000	30x5	30x5
Victor 40	1½	1295	Her O	4	4 x5	25.6	Pb	Zen	Gra	Eis	Cov JUC	U	3	Wis 4600	D R	24.0	R	R	135	4010	34x4 S	34x5 S
Victor 50	2	2295	Her Ox	4	4 x5	25.6	Pb	Zen	Gra	Eis	CovRUP4C	U	4	Wis 66	D R	33.6	R	R	142	4500	34x4 S	34x7 S
Victor 60	2½	2595	Her Ox	4	4 x5	25.6	Pb	Zen	Gra	Eis	CovRUP4C	U	4	Wis 8800	D R	41 6	R	R	156	5400	36x4 S	36x8 S
Victor 70	2½	3145	Her K	4	4¼x5¾	28.9	Pb	Zen	Gra	Eis	Cov RADD	U	8	Wis 8800	D R	59.1	R	R	162	5800	36x4 S	36x8 S
Victor 80	3½	3495	Her L	4	4½x5¾	32.4	Pb	Zen	Vac	Eis	CovRUP4C	U	4	Wis 1450	D R	42.5	R	R	160	7000	36x5 S	36x10 S
Victor 90	5½	4795	Her G	4	4⅝x5¾	36.1	Pw	Zen	Vac	Eis	Cov S B 4	U	4	Wis 1700	D R	49 3	R	R	164	8500	36x7 S	36x14 S
Whippet 96	¾	370	Own 96	4	3¼x4⅜	15.6	Pb	Til	Vac	Aut	Own	U	3	Own	Sp	....	..	..	100¼	....	28x4.75	28x4.75
Whippet 16	1½	1595	Own K G T	6	2½x4⅜	20.7	Pb	Til	Vac	Aut	Ful DU	U	3	Eat 1002	Sp	24.3	..	..	151	3400	30x5	32x6
Whippet 21	2	1995	Own K T G	6	3¾x4¾	27.34	Pb	Til	Vac	Aut	Ful DU	U	3	Eat 1504	Sp	26.81	..	..	164	3900	32x6	34x7
Whippet 26	2½	2595	Own K T G	6	3⅜x4¾	27.34	Pw	Til	Vac	Aut	Ful GU	U	4	Wis 6617-B	D R	30.38	..	..	164	5020	32x6	32x6 D
White 15 B	1	1545	Own GK	4	3¾x5⅛	22.5	G S	Zen	Vac	—	Own	C	4	Own	Sp	18.6	R	R	133½	3242	30x5	30x5
White 57	1¼	2725	Own GRC	4	4 x5¾	25.6	P W	Zen	Vac	—	Own	U	4	Own	Sp	19.3	R	R	141	3774	32x6	32x6
White 20-A	1½	2125	Own GK	4	3¾x5⅛	22.5	G S	Zen	Vac	—	Own	C	4	Own	D R	32.1	R	R	145½	4412	34x5	34x5 D P
White 56	2	3125	Own GRC	4	4 x5¾	25.6	P W	Zen	Vac	—	Own	U	4	Own	Sp	26.1	R	D	165	5157	36x4 S	36x7 S
White 51-A	2½	3750	Own GRB	4	4¼x5¾	28.9	Pb	Zen	Vac	—	Own	U	4	Own	Sp	35.5	R	D	170	6256	36x5 S	36x8 S
White 55	3½	4650	Own GRB	4	4¼x5¾	28.9	Pb	Zen	Vac	—	Own	U	4	Own	Ig	50.4	D	R	174	8402	36x5 S	40x5 S D
White 52-T	3½	4700	Own GRB	4	4¼x5¾	28.9	Pb	Zen	Vac	—	Own	U	4	Own	Ig	58.4	D	R	129½	8126	36x5 S	40x5 S D
White 52	5	5100	Own GRB	4	4¼x5¾	28.9	Pb	Zen	Vac	—	Own	U	5	Own	Ig	91.9	D	R	174	9184	36x6 S	40x12 S
White 58	3	4400	Own GRB	4	4¼x5¾	28.9	PW	Zen	Vac	..	Own	U	4	Own	IG	49.5	D	A	180	7400	36x5 S	36x5 S D
Willys-Knight T-100	1	1095	Own	6	2½x3⅞	20.7	Pw	Til	Vac	Aut	Own	U	3	Tim 5260	Sp	19.35	4	R	130	2700	30x5	30x5
Willys-Knight 15	1½	1545	Own	6	2½x4⅜	20.7	Pw	Til	Vac	Aut	Ful D U	U	3	Eat 1002	Sp	24.3	4	R	134	3300	30x5	32x6
Willys-Knight	2	1945	Own	6	3⅛x4¾	27.3	Pw	Til	Vac	Aut	Ful D U	U	3	Eat 1504	St	26.81	4	R	150	3800	32x6	34x7
Willys-Knight 25	2½	2545	Own	6	3⅛x4⅜	27.3	Pw	Til	Vac	Aut	ul G U	U	4	Wis 6617 B	D R	30.38	4	R	150	4920	32x6	32x6 D
Yel. Ch. XC	2	4250	Yel Knght	6	3½x4½	29.4	Pb	Zen	Vac	N E	Br-L	U	4	Own	Sp	26.0	4	R	210	4850	32x6	32x6 D
Yel. Ch. Z6-200	4	6250	Yel Knght	6	4¼x4½	43.35	Pb	Zen	Vac	N E	Br-L	C	4	Own	Wo	25.9	R	R	200	6650	36x6	36x6 D
Yel. Ch. Z6-230	4	6550	Yel Knght	6	4¼x4½	43.35	Pb	Zen	Vac	N E	Br-L	C	4	Own	Wo	31.1	R	R	230	7500	36x6	36x6 D

KEY TO ABBREVIATIONS IN TABLE

Note: Capacity of less than one ton stated in pounds; chassis weight stated in pounds. Wheelbases given are standard, but in many cases optional lengths are available. Tires, where not otherwise indicated, are pneumatic.

ENGINE—Bud, Buda; Con, Continental; Her, Hercules; Kgt, Knight; Lyc, Lycoming; Wak, Waukesha; Wis, Wisconsin.

LUBRICATION — Pb, pressure lubrication to main and connecting rod bearings; Pw, full pressure lubrication to all bearings including wrist-pins; P&S, pressure with splash; CS, circulating splash.

CARBURETOR—Car, Carter; Hol, Holley; Joh, Johnson; Mar, Marvel; Sch, Wheeler-Schebler; Str, Stromberg; Stw, Detroit lubricator; Til, Tillotson; Zen, Zenith-Detroit.

FUEL FEED—Gra, Gravity; Pre, Pressure; Vac, Vacuum tank; P, Fuel pump.

IGNITION — AB, American-Bosch; Aut, Electric Auto-Lite; Apo, Apollo; Del, Dayton Engine Laboratory; Eis, Eisemann; L-N, Leece-Neville; N-E, North East; RB, Robert Bosch; Rem, Delco-Remy; Spf, Splitdorf.

TRANSMISSION — Br, L, Brown-Lipe; Cov, Covert; Ful, Fuller; Mec, Mechanics Machine; Mun, Muncie; W-G, Warner Gear.

LOCATION—C, Center, Amid; U, In unit with engine.

REAR AXLE — Cla, Clark Equipment; Col, Columbia; Eat, Eaton; Sal, Salisbury; Tim, Timken; Wis, Wisconsin.

FINAL DRIVE—St, Straigh bevel; Sp, Spiral Bevel; Wo, Worm; DR, Double Reduction; Ch, Chain; IG, Internal Gear.

BRAKES—Js, Jackshaft; R, Rearwheels; D, Drive Shaft; 4, Four-wheel; Tr, Transmission, exact location not given.

TIRES—S, Balloon; D, Dual; S, Solid.

SPECIAL NOTATIONS

*—Also made with seven-speed transmission.

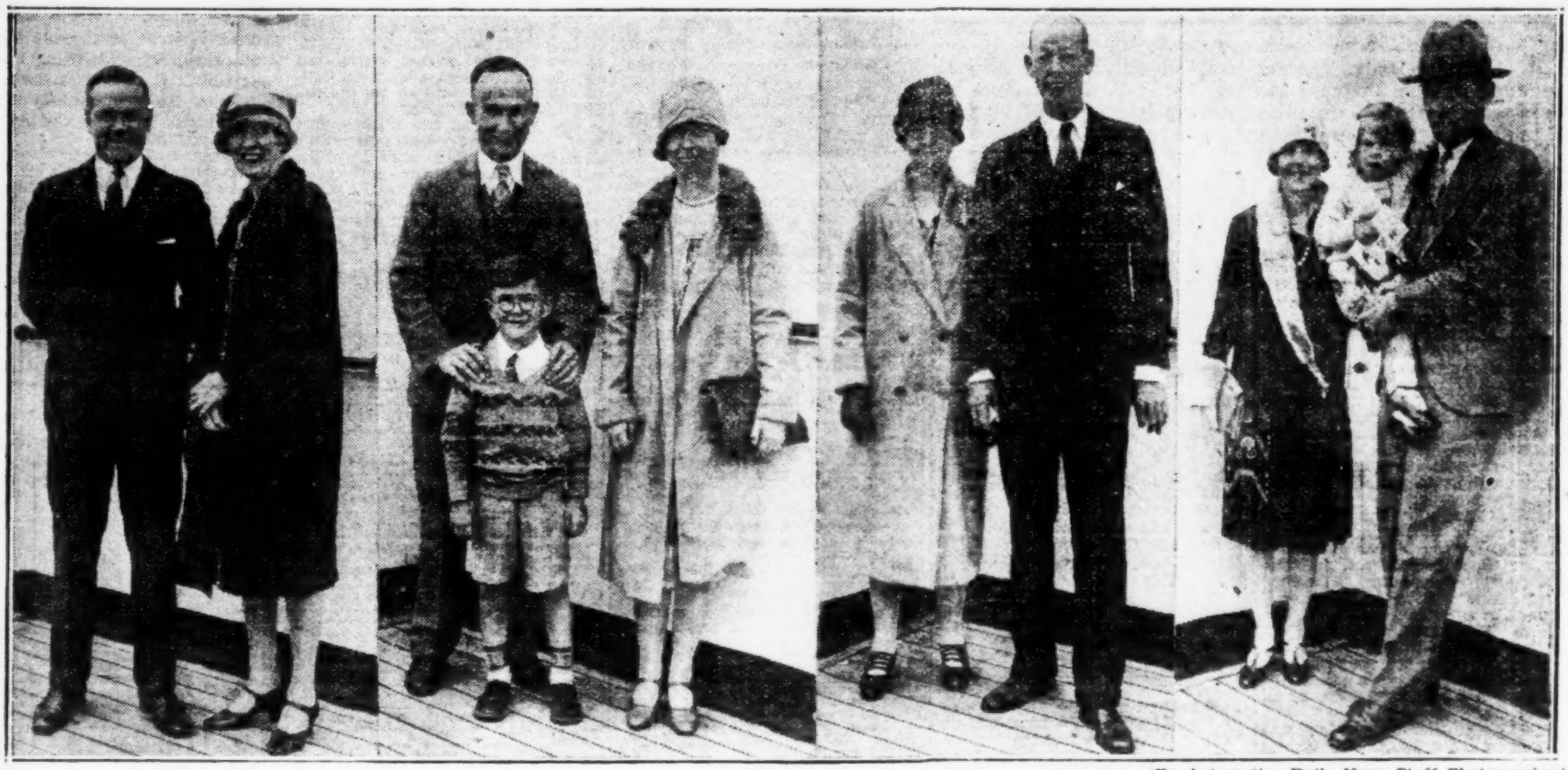
**—Chassis also available with worm-driven axle.

†—Two-speed axle.

F—Panel body.

t—Tractor.

General Motors Families Here From South America



(By Automotive Daily News Staff Photographer)

HARDLY a passenger vessel steams out of any of the world's principal ports these days without having aboard at least one representative of General Motors Export Company bound for some distant market to help swell the total of G. M. world sales or returning to the home office, after successful accomplishment of his job, for vacation or another assignment.

When the steamship Van Dyck, sailing the route between the South and North American continents, reached New York last week she had aboard four executives of General Motors of Brazil and members of their families. They are shown above on the deck of the Van Dyck, where they were photographed just before they landed.

In the first group (at the extreme left) are R. J. Aurdal, assistant manager of the Recise branch of General Motors of Brazil, and Mrs. Aurdal.

Next are shown headquarters officials of General Motors of Brazil, who are stationed with their families at Sao Paulo. They are:—

W. M. Williams, treasurer; Mrs. Williams and their son, Mansfield; A. F. Bassett, managing director, and his mother, Mrs. C. E. Bassett, and Don Grout, advertising manager, and his wife and daughter, Barbara.

Studebaker Reorganizes It Canadian Plants

Continued from page 1

will be directed by D. R. Grossman, formerly sales manager for Studebaker in the Dominion, as vice-president and general manager. Mr. Grossman has been associated with Studebaker in Canada for the last six years.

The details of the new Studebaker organization's plans were not made known in today's statement.

"The motive behind the reorganization is to be found in our desire to build Canadian automobiles for Canadians," says the statement. "The Studebaker Corporation of Canada, Ltd., is Canadian. We will use more and more of Canada's great supplies of raw materials. Not only will our consumption of these commodities be increased, but new commodities will be added to our purchasing agent's order lists.

"The expansion of the Walkerville plant is a further step toward the Canadianization of Studebaker in the Dominion. We will hire more skilled and more unskilled labor.

"For a number of years Studebaker's Canadian policy has been directed towards this more, with the idea of ultimately Canadianizing our automobiles. In other words, we feel that American methods of building automobiles are unusually good, but this does not mean that every American plan and style of building meets every Canadian demand.

"The expansion of our manufacturing program in Canada will also include a considerable increase in export shipments from the Walkerville plants. With the accumulation of more Canadian elements in our Walkerville built cars, we will be enabled to ship automobiles to Great Britain under the preferential tariff, as well as to New Zealand and other British possessions.

"Continuing the precedent already established, the personnel of the Canadian organization will be almost exclusively Canadian, and the branches at Montreal and Calgary will be greatly increased."

CLARK AXLES *and* METAL WHEELS *for commercial vehicles*

Manufactured by
CLARK EQUIPMENT COMPANY
Buchanan
Michigan

G. M. EXPORT EXECUTIVES SAIL ABROAD TODAY

Continued from page 1

of his long journey back to Port Elizabeth on the President Harding tomorrow. Mr. Bettle is returning to his post after an absence of approximately nine months, during which time he has been on a special assignment at European regional headquarters and at the home office for the customary visit to the General Motors factories. He will be accompanied by his wife and small daughter.

D. A. Smith, supply representative, returned to New York from Australia and New Zealand, where he has been for nearly a year.

C. R. Evans, assistant to J. D. Mooney, president of General Motors Export Company, whose headquarters are in London, arrived in New York today on the Olympic for a short visit to the home office.

McHardy Forman of the general manager's department returned to New York today on the Laconia. Mr. Forman is the Vauxhall specialist for the Far East and wil lbe in New York for a short vacation preparatory to returning to his overseas assignment.

L. W. Tomlin of the general manager's department reached New York yesterday on the Deutschland. Mr. Tomlin has been on a special assignment in London for the last six months. He was accompanied by his family.

MOON-
Aerotype
"First Three Months This Year Show 50% Sales Increase Over Last"
Bernhardt Motors Inc.
Buffalo, N.Y.

1928
XUM

Dodge Truck Profits Sufficient to Handle Chrysler's Carrying Costs

NEW YORK, June 5.—A glance at the figures in the Chrysler-Dodge merger deal shows that the annual earnings of the Dodge Brothers' truck business alone in 1927 were sufficient to take care of the entire $7,346,000 of annual carrying charges to be assumed by Chrysler.

During the first quarter of the year, combined sales of Dodge trucks and passenger cars amounted to between $45,000,000 and $50,000 000, the net income reported by the company being well over $3,000,000 after charges but before interest and Federal taxes.

For the same period Chrysler's sales were between $40,000,000 and $45,000,000, and profits before taxes were $5,423,084. However, whereas, Chrysler business has been establishing new records, Dodge Brothers sales in 1927 amounted to $173,581,526, compared with a high record of $252,997,484 in 1926.

The Chrysler organization is undoubtedly one of the outstanding organizations in the country to head a combination comparable to General Motors.

Notwithstanding that Dodge is a much larger unit than Chrysler, the plan provides that, exclusive of the liability involved in the $57,276,000 debentures, Chrysler will issue 1,287,004 additional shares of common for the Dodge stock. This amount is equal to about 40 per cent. of the 3,164,093 shares of Chrysler outstanding after rights to subscribe to additional stock at $57.50 have been exercised.

In 1927 Chrysler Corporation sold 192,083 cars, the largest in its history. During the same period Dodge Brothers sold 205,260 cars and trucks. In 1926 the Dodge record was established with sales of 331,764 cars and trucks, so the combined Chrysler and Dodge facilities have a capacity of between 500,000 and 750,000 cars and trucks a year. This places the organization in a position below that of Ford and General Motors as the largest in the industry. The relative production capacity may be estimated at slightly more than one-third the capacity of General Motors Corporation.

The following table shows sales of both companies and their combined sales for the past three years:—

	Chrysler	Dodge	Combined
1927	192,083	205,260	397,343
1926	170,392	331,764	502,156
1925	137,668	259,967	397,635

The following table shows Chrysler's net profits before dividends and Dodge net profits before interest:—

	Chrysler	Dodge	Combined
1927	$19,481,880	$13,441,326	$32,926,206
1926	15,418,587	25,412,616	40,831,203
1925	17,126,136	25,382,455	42,508,591

Chrysler May Build $2,000,000 Plant In Cincinnati

(Continued from Page 1)

the coming of the new car to be put out by the Chrysler-Dodge organization, according to Mr. Towle.

CHRYSLER-DODGE FORCE ON 2-DAY LAKE OUTING

Buffalo, June 5.—The steamer Juniata of the Great Lakes Transit Corporation left here today for Detroit, where on Wednesday she will be boarded by a party of 500 Chrysler and Dodge salesmen. The party will spend forty-eight hours cruising about the Great Lakes, combining the business of talking over the company's policies following the merger and the pleasure of two days of cruising.

Rubber Prices

New York, June 5.—Lack of factory interest and quietness in the London market, coupled with the holiday in Singapore, brought about a rather dull session on the local Rubber Exchange here yesterday. Trading was practically at a standstill and prices were shaded off to close 20 to 40 points lower.

The outside market was equally dull, with plantations slightly lower. Up river fine and Accra fine were somewhat higher in the Paras. Central grades and Balattas were quiet with prices unchanged.

RUBBER EXCHANGE OF NEW YORK

	High.	Low.	Close.	Prev. Close.
June	—	—	*18.80a	19.20
July	19.10	19.10	*19.00a	19.20
August	—	—	*19.00a	19.30
Sept.	19.30	19.10	19.10a19.20	19.40
October	—	—	*19.00a	19.30
November	—	—	*19.00a	19.30
December	19.30	19.00	19.00a19.10	19.30
1929—				
January	19.30	19.10	*19.00a	219.30
February	—	—	*19.00a	19.30
March	19.30	19.10	19.10a	19.30
April	—	—	*19.10a	19.20
May	19.30	19.20	*19.10a	19.50

Spot price, *19.00.

*Nominal. †Bid.

OUTSIDE CLOSING PRICES

(Per pound, delivered, New York.)

	Bid.	Asked.
PLANTATION—		
Ribbed, smoked sheets.		
Spot	19	19⅝
June	19	19⅛
July	19	19¼
July-September	19½	19⅝
October-December	19¼	19¾
Spot—		
First latex crepe	19½	19¾
Clean thin brown crepe	18½	18½
Specky brown crepe	17½	17⅝
Rolled brown crepe	17½	—
No. 2 amber	18⅝	—
No. 3 amber	18¼	—
No. 4 amber	17⅝	—
PARAS—		
Upriver fine spot	21	21½
do, coarse	15½	15½
Acera, fine, spot	22	22½
Brazil, washed, dried, fine	26	26½
Caucho Ball—Upper	14½	14½
*Islands, fine	16	16½
CENTRALS—		
Esmeraldas	14¾	15
Central scrap	14¾	15
Guayule, washed, dried.	—	16
BALATA—		
Block Ciudad	38	39
Surinam sheet	51	52
Manaos block	39	40
Peruvian block	22	22½

SCRAP RUBBER

(Dealers' buying prices, f. o. b., N. Y.)

Boots & shoes, black, ton	14.00	a	20.00
Arctics, cwt	50	a	55
Inner tubes, mixed, cwt.	3.00	a	3.25
Inner tubes, No. 1, cwt.	5.25	a	5.50
Inner tubes, No. 2 cwt.	2.87½	a	3.00
Inner tubes, red, cwt.	3.75	a	4.00
Mixed hose, soft, cwt	50	a	60
Hose, air brake, ton	20.00	a	22.50
Tires, white, mixed, ton	30.00	a	32.50
Tires, stand'd, mixed, ton	14.00	a	15.00

*Nominal.

CENTRAL ALLOY STEEL EXPANDING FACILITIES

Canton, O., June 5.—Erection of fifteen coke ovens and building of a 500,000 cubic feet gas holder, costing approximately $600,000, is expected to be started within ten days by the Central Alloy Steel Corporation at its plant in the northeast section of Canton.

Alloy is planning this expansion to take care of increased automotive steel demand. The work is to be completed within six or seven months, and will give greatly added capacity to the already forty-seven operating coke ovens and that production division of the plant.

NEW LLOYDS INSURANCE FOR AUTOMOBILE FIELD

Chicago, June 5.—The Continental Lloyd's Underwriters has been organized to write automobile insurance, principally, with William Byrd Page and L. D. Ballou as the chief promoters. The new association will be managed by the Continental Lloyd's Agencies, Inc.

Mr. Page is an efficiency engineer for the Pullman Company. Mr. Ballou was formerly associated with the Mutual Life of New York. Others in official capacities are C. B. Sawyer, investment banker of Kankakee, Ill., and J. Kenton Elliott, insurance attorney.

CLASSIFIED ADVERTISEMENTS IN THE AUTOMOTIVE DAILY NEWS BRING RESULTS

AUTOMOTIVE DIVIDENDS

Company—	Period	Dividend	Payable	Of Record
Chrysler preferred	Quarterly	$2.00	June 30	June 16
Chrysler preferred	Quarterly	2.00	Sept. 29	Sept. 17
Chrysler preferred	Quarterly	2.00	Jan. 2	Dec. 17
C. & Spring and Bumpers preferred	Quarterly	2%	July 1	June 10
Du Pont	Quarterly	2.50	June 15	June 1
Du Pont	Extra	3.00	June 5	June 1
Du Pont	Extra	.50	June 15	June 1
Du Pont debentures	Quarterly	2.50	July 25	July 10
Electric Storage Battery	Quarterly	1.25	July 2	June 9
Electric Storage Battery preferred	Quarterly	1.25	July 2	June 9
Federal Motor Truck	Quarterly	.20	July 2	June 16
Fisk Rubber 2d preferred	Quarterly	1.75	June 1	May 15
General Motors	Quarterly	1.25	June 12	May 19
General Motors	Extra	2.00	July 3	May 19
General Motors 6% preferred	Quarterly	1.50	Aug. 1	July 9
General Motors 6% debenture	Quarterly	1.50	Aug. 1	July 9
General Motors 7% preferred	Quarterly	1.75	Aug. 1	July 9
Gliddon preferred	Quarterly	1¾%	July 1	June 15
Goodrich	Quarterly	1.00	June 1	May 1
Goodrich preferred	Quarterly	1.75	July 2	June 8
Goodyear 1st preferred	Quarterly	1.75	July 1	June 1
Goodyear preferred	Quarterly	1.75	July 1	June 1
Hood Rubber Products preferred	Quarterly	1.75	June 1	May 21
Hudson	Quarterly	1.25	July 2	June 11
International Harvester	Quarterly	1.50	July 16	June 25
International Harvester preferred	Quarterly	1.75	June 1	May 5
Kelsey-Hayes Wheel	Quarterly	.50	July 2	June 20
Motor Wheel	Quarterly	.50	June 20	June 9
Packard	Monthly	.25	June 30	June 15
Packard	Monthly	.25	July 31	July 14
Packard	Monthly	.25	Aug. 31	Aug. 15
Studebaker	Quarterly	1.25	June 1	May 10
Studebaker preferred	Quarterly	1.75	June 1	May 10
Timken Roller Bearing	Quarterly	1.00	June 5	May 18
Timken Roller Bearing	Extra	.25	June 5	May 18
Transue & Williams	Quarterly	.25	July 15	July 1
Trico	Quarterly	.62½	July 2	June 11
White Motors	Quarterly	.25	June 30	June 15
Wire Wheel Corp. 7% preferred	Quarterly	1.75	July 1	.....
Wire Wheel Corp. 7% preferred	Quarterly	1.75	Oct. 1	.....
Wire Wheel Corp. 7% preferred	Quarterly	1.75	Jan. 1	.....

RANGE OF AUTOMOTIVE STOCKS

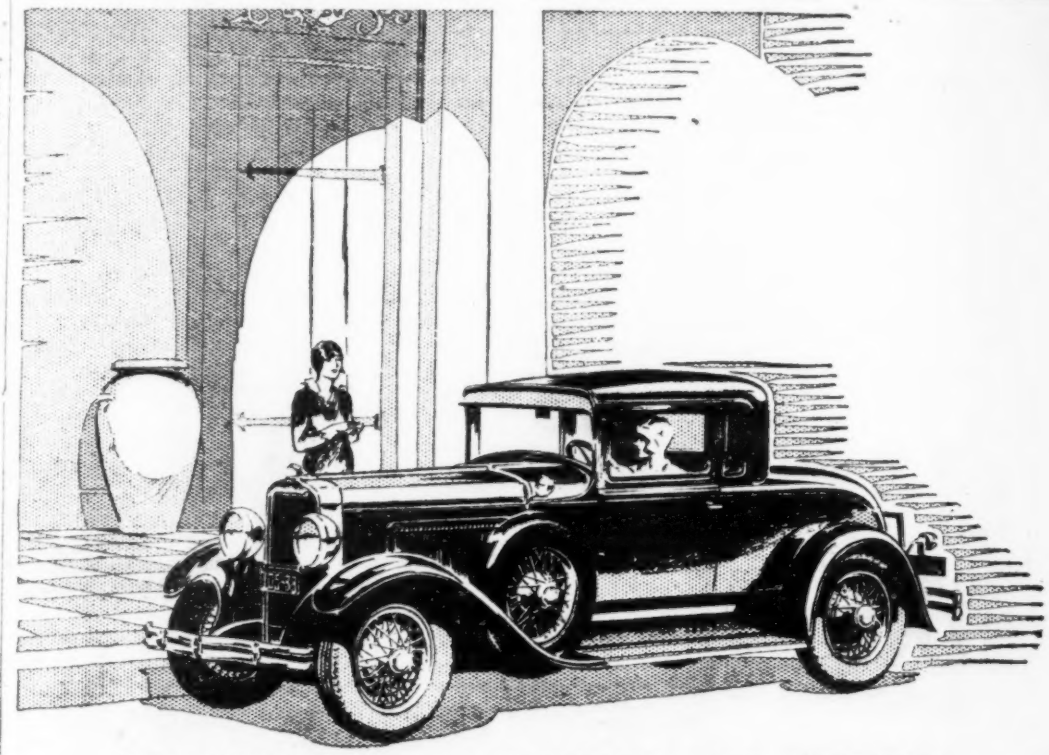
NEW YORK STOCK EXCHANGE

Previous, 1928 High	Previous, 1928 Low	Div.		Sales	High	Low	Close	Net Change
42	41	....	Advance Rumely	12,100	41½	41	41	— ⅞
64⅝	34½	....	do pf	12,700	60⅝	59½	59½	— 1½
11⅜	8⅞	....	Alex Rubber	500	9⅛	9	9	— ⅛
123⅜	115⅝	6	Allis-Chalmers	100	123	122½	122½	— ½
40⅝	15⅝	....	Am. Bosch Magneto	3,100	41	36½	37¼	— 2⅜
7⅜	5½	....	Am.-La France	4,500	6⅞	6½	6⅝	— ⅛
42¼	21¼	....	Briggs Mfg. Co.	75,000	42⅞	38½	38½	— 3⅛
14½	5½	....	Chandler Motor	2,200	11¼	9⅝	9⅝	— 1⅝
25⅛	14	....	do pf	2,500	20½	18⅞	18⅞	— 1½
141½	125	6	Chicago Pneu. Tool	200	131	130	130	+ 2
88½	54⅜	2	Chrysler Corp.	63,500	85⅝	80¼	81⅛	— 2⅞
14⅞	10	.80	Continental Motors	3,700	13⅝	12⅜	13	— ½
21⅛	16¼	....	Dodge Bros. A	15,500	16⅞	15½	15⅝	— 1⅛
86	68	7	Dodge Bros. pf	27,500	80½	77	77	— 3⅛
41⅜	26	2	Eaton Axle & Spring	12,500	41¾	38⅝	38⅝	— 2⅛
210	98	6	Electric Auto-Lite	800	204¾	198⅜	198⅝	— 6⅛
84⅞	69	5	Electric Stor. Battery	1,900	85	80⅜	81⅛	— 1⅜
14⅜	5⅛	....	Emerson-Brant	2,400	15½	14	14	— ½
9¼	2⅜	....	do B	400	9	9	9	— ⅛
24⅜	17½	.80	Federal Motors	6,500	24⅞	23	23	— ⅝
17⅜	14½	....	Fisk Rubber	1,900	15	14⅜	14⅜	— ⅛
94½	82	7	do 1st pf	800	89⅜	88	88	— 1½
28⅛	15	....	Gabriel Snubber	400	19⅜	18⅞	18⅞	+ ⅜
16⅜	11⅜	....	Gironer Motor	16,500	15½	14¼	14¼	— ½
243	130	7	General Motors	172,500	202	189¾	192½	— 7½
127½	123½	7	do 7s pf	400	126½	126	126	— ½
26¾	20⅜	....	Gliddon Co.	2,300	26	25½	25½	— ⅛
93¾	78¼	4	Goodrich Co.	2,600	85⅜	82⅜	82⅞	— 2⅜
75⅛	48½	....	Goodyear T. & R.	1,900	53¾	52½	52½	— 1¼
99½	92½	7	do pf	100	96	96	96	— 2⅛
39⅜	16⅜	....	Graham-Paige Motor	18,500	38	35	35	— 2⅜
99¾	75	8	Hudson Motor Car	58,000	97½	87½	87½	— 4½
65	29	1.40	Hupp Motor Car	87,500	64½	60	60⅝	— 4⅜
24⅜	11⅛	1	Interior Rubber	400	13	12⅜	12⅝	— ⅛
15¾	8½	....	Jordan Motor Car	900	13½	13	13	— ⅛
27⅝	15	....	Kelly-Springfield	800	21¾	21	21	— ⅛
80	58	....	Kelly-Springfield 6s pf.	500	70½	70	70½	+ ⅜
84	55½	....	Kelly-Springfield 8s pf.	400	78	76	78	+ 1
38½	22½	2	Kelsey-Hayes Wheel	4,000	35⅞	34¼	34¼	— 1⅝
24½	17¼	....	Lee Rubber & Tire	800	21	20¾	20¾	— ⅛
107⅞	83	6	Mack Trucks	12,000	97⅛	92⅞	94	— 2⅝
65½	45⅛	2⅛	Martin Rockwell	1,900	63⅞	62	62	— 2⅜
24⅜	12⅝	....	Martin Parry	12,500	25⅜	22	22¼	— 2⅛
11½	5⅜	....	Moon Motors	9,700	11½	10	10	— ⅜
23½	13	....	Moto Meter A	100	17½	17¼	17¼	— ⅜
39½	25⅜	2	Motor Wheel Corp.	6,500	39⅛	37¾	37¾	— 1⅜
91¼	72⅝	....	Mullins Body	500	83½	83	83	— ¼
68⅜	24½	....	Murray Body	12,300	56⅞	53⅛	53⅝	— 2⅞
101⅝	80¼	6	Nash Motors	15,600	97½	90⅜	91¾	— 1¾
5	2½	....	Norwalk T. & R.	500	4	4	4	....
15¼	11½	....	Omnibus Corp.	1,000	13¼	12¾	12¾	....
81⅜	56½	3	Packard Motor Car	62,500	80⅛	76	76⅞	— 2⅜
25⅞	16	....	Peerless Motor Car	1,000	23	22¼	22⅜	— ½
18⅜	10½	....	Pierce-Arrow	6,900	17	15⅞	15⅞	— 1¼
57½	39¾	....	Pierce-Arrow pf.	1,100	54	49½	50	— 3⅜
32⅜	22½	1.20	Reo Motors	61,000	33⅝	31⅝	31⅝	— ⅝
14⅞	8½	....	Reynolds Spring	18,300	14⅞	13⅜	13⅜	— ⅞
42½	23⅜	....	Spicer Mfg. Co.	6,100	39⅝	37⅝	37⅝	— 1½
101½	77¼	6	Stewart-Warner Speed.	2,500	93⅞	91⅛	91⅞	— 1¾
72	41	2	Stromberg Carburetor	4,600	74⅛	70	70	— 2
82⅝	57	5	Studebaker Co.	41,300	78⅞	75	75	— 3½
134	112⅜	5	Timken Roller Bear.	6,500	129½	124½	125	— 3½
63½	40	....	U. S. Rubber	17,500	42⅝	41¾	42⅛	— 1⅜
103¾	76½	....	U. S. Rubber 1st pf.	400	77½	77	77	— ½
43⅜	30½	1	White Motors	11,500	41¾	38⅜	39½	— 1½
28⅜	17⅜	....	Willys-Overland	46,100	26⅝	25⅜	25⅞	— ⅛
101½	92⅜	7	Willys Overland pf.	400	101¼	101	101	— ¼
84½	68½	5	Yale and Towne	500	74⅜	74⅛	74¼	+ ⅛
40	27⅝	....	Yellow Tr. and C	49,600	38½	36½	37	+ ⅝

NEW YORK CURB MARKET

Sales		High	Low	Last	Net Ch'ge
600	Auburn Auto.	137¼	133	133	—3
400	Bendix Corp.	123¼	123	123¼	+1⅜
1700	Bohn Alum.	84	80½	80½	—3⅜
200	C. G. Spring.	8⅞	8⅞	8⅞	+ ⅛
200	Caterpillar T.	74⅝	74⅝	74⅝	— ⅜
100	Checkercab	28	27½	27½	— ½
4000	Doehler D. C.	44⅜	42¼	42¼	— ¾
100	Durant Motor	2⅛	2⅛	2⅛	— ⅛
19500	Durant Mtr.	15½	13⅜	13½	+ ⅜
100	Ev Aut Ld A	89⅞	89⅞	89⅞	+1⅜
1500	Ev Aut Ld B	90	87	88¼	—1½
1900	Fageol Motor	6¼	6⅛	6⅛	+ ⅛
300	Fiat	6	5⅝	5⅝	— ⅛
250	Firestone	175½	175	175	—4½
30	Ford Canada	588	585	585	—17
100	Marmon Mtr.	51¼	51	51	— ¾
150	Mergel	125	122	122	—3
4500	Serv-el Inc.	15⅜	14⅜	14⅜	— ⅛
200	Seiberl'g Rub.	44⅛	44	44	—1
2100	Sparks With.	97	95½	96	
200	Stutz Motor.	16⅜	16	16	— ⅜
600	Timken	16⅜	16¼	16⅜	
1800	Triplex	66½	65	65½	—1½
300	Watson, J.W.	9	8½	8½	— ⅜
100	West Auto.	59½	59½	59½	

(The above tables show Monday's automotive stock movements, complete.)



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